

GRAIN DEALERS' JOURNAL

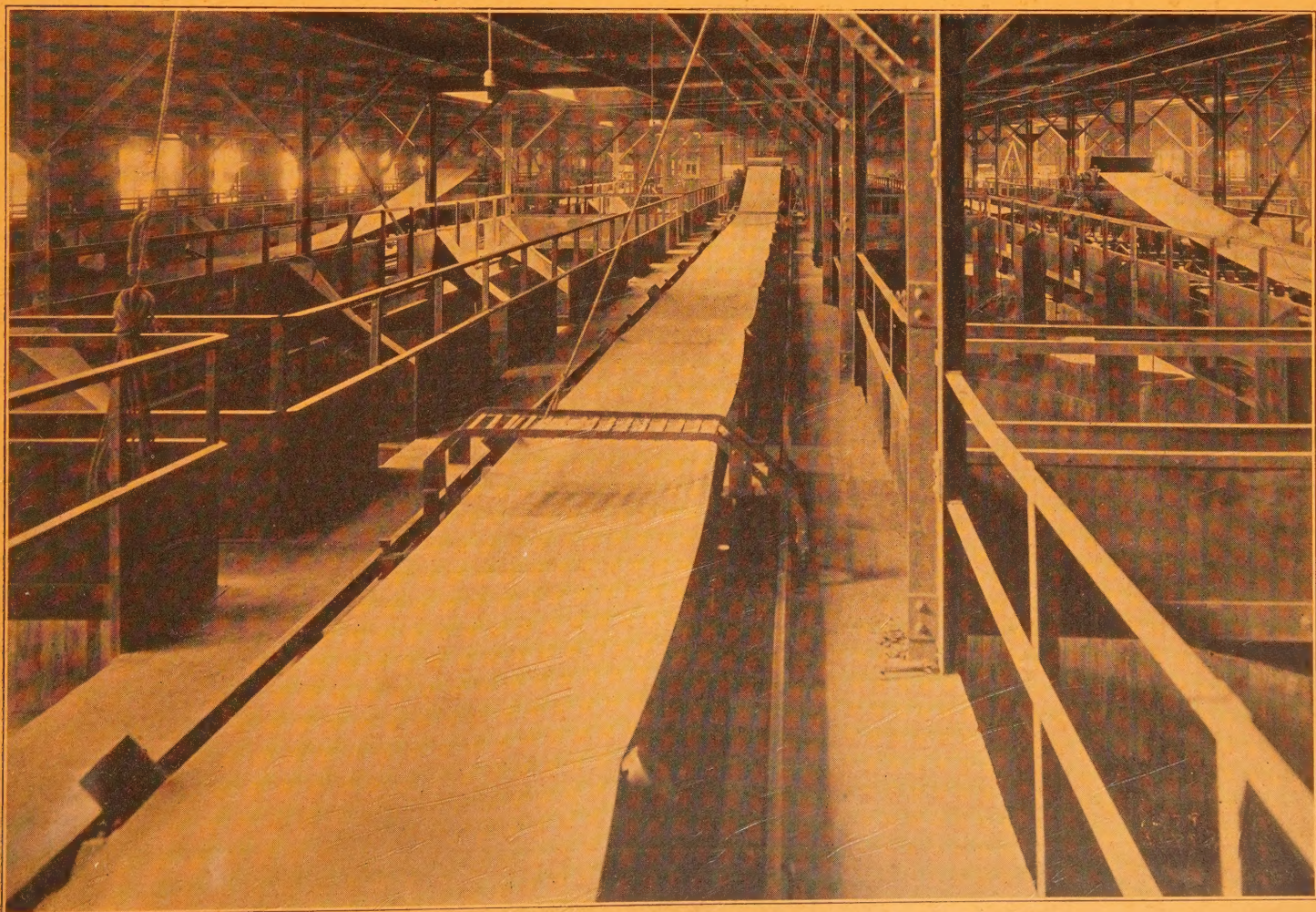
Devoted to the construction and operation of better grain handling plants.

Moving Bulk Grain

Grain was always moved in bags until Oliver Evans, the hopper boy of a Philadelphia mill, grew weary of climbing a ladder with the heavy bags of wheat and attached small cups to a continuous band to keep the mill supplied with raw material. That was way back in 1786. But even Oliver Evans never dreamed of using belts for moving bulk grain horizontally.

Most of the grain handling plants of the world have long since adopted the Evans method for elevating grain and gradually are adopting the American method of conveying bulk grain on wide carrier belts.

Many improvements have been made in the belt method of moving bulk grain and some of the advanced ideas are presented in this number.



One of seven 42-inch Reversible Rubber Belts used for conveying grain from work house to storage bins or to the River House of the 10,900,000-bushel Chicago & Northwestern Elevator at South Chicago.

MILWAUKEE

Why

the Milwaukee grain market retains its supremacy and the Chamber of Commerce sustains a leading position in the face of keen competition can be told briefly:

Milwaukee at all times has a big, broad market for all grains.

Its shipping facilities are the best on the Great Lakes and its harbor is the most secure and ample.

Its industrial consumption provides an active demand all the year.

It offers a premium over other markets in competitive territory for consignments, because it has a big shipping demand and very large elevator capacity.

Its remittances on consignments are extremely prompt.

Its salesmen have a reputation the country over for zeal, intelligence and probity.

Get into communication with any of the following Chamber of Commerce members and learn more about Milwaukee—the Logical Market.

Kellogg Seed Co.
Donahue-Stratton Co.
Flanley Grain Co.
E. P. Bacon Co.
Henry Rang & Co.
Franke Grain Co.
Taylor & Bournique Co.
Blanchard Grain Co.
Runkel & Dadmun
Bush Grain Co.
Cargill Grain Co.
W. M. Bell Co.
Lamson Bros. & Co.
Froedtert Grain & Malting Co.
Milwaukee Seed Co.
Milwaukee Grain Commission Co.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEXAS.

Early Grain & Elevator Co., wholesale grain.*
Stone & Co., Lester, wholesale grain.*

ATCHISON, KANS.

Moore-Lawless Grain Co., consgts., futures, pvt. wires.*

ATLANTA, GA.

Commercial Exchange Members.

Haym & Sims, successors to
Gregg & Son, J., wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers, exporters.*
Dennis & Co., grain merchants.
England & Co., Inc., Chas., grain, hay.*
Fahey & Co., John T., grain receivers and exporters.*
Gill & Fisher, receivers and shippers.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Jones & Co., H. C., receivers, shippers, exporters.*
Lederer Bros., grain receivers.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*

BEAVER, OKLA.

Horne Grain Co., Texas wheat, barley, milo.

BLOOMINGTON, ILL.

Hasenwinkle Grain Co., brokers of country grain.

BOSTON, MASS.

Chamber of Commerce Members.

Beauzquin, Matthew D., grain brokerage commission.*

BUFFALO, N. Y.

Corn Exchange Members.

Armour Grain Co., grain merchants.*
Burr's Grain Co., grain commission.*
Churchill Grain & Seed Co., receivers, shippers.*
Davis, Inc., A. C., grain.*
Doorty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elevator Co., consignments.*
Globe Grain Co., receivers & shippers.*
Harold, A. W., grain, barley a specialty.
Lewis Grain Corp., receivers & shippers.*
McConnell Grain Corporation, commission merchants.*
McKilien, Inc., J. G., receivers and shippers.*
Pratt & Co., receivers, shippers of grain.*
Ratliffe, S. M., commission merchant.*
Seymour-Wood Grain Co., consignments.*
Sunset Grain & Feed Co., grain & feed.*
Taylor & Bournique Co., grain merchants.*
Traders & Producers Supply Co., millfeeds a specialty.
Townsend Ward Co., The, consignments.*
Watkins Grain Co., consignments.*
Whitney & Gibson, consignments.*

CAIRO, ILL.

Board of Trade Members.

Cairo Grain Commission Co., consignments.*
Halliday Elevator Co., grain dealers.*
Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.*

CARROLLTON, MO.

Claiborne Commission Co., commission merchants.*

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.*
Gifford Grain Co., grain and grain products.*
King Wilder Grain Co., grain shippers.*
Murrel Grain Co., Ray, recvrs. and shprs.*

CHATTANOOGA, TENN.

Board of Trade Members.

Hood Feed Co., flour, feeds, field seeds.

CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission merchants.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*

CHICAGO, ILL., (Continued).

Frecman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Leland & Co., E. F., grain and seeds.*
McKenna & Dickey, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Paynter, H. M., grain and field seeds.
Pope & Eckhardt Co., grain and seeds.*
Press & Co., W. G., grain, provisions, stocks, etc.
Requa Bros., wheat a specialty.
Rumsey & Co., grain commission.*
Sawers Grain Co., consignments.*
Schiffin & Co., P. H., commission.*
Shaffer Grain Co., J. C., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Udpike Grain Co., consignments.*

CINCINNATI, O.

Grain & Hay Exchange Members.

Early & Daniel Co., grain, hay, feed.*
Gale Grain Co., The A. C., receivers & shippers.*

CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., grain and millfeed.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Gates Elevator Co., The, receivers and shippers.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Strauss & Co., H. M., receivers, shippers hay & grain.*

COLBY, KANSAS.

Harris & Haynes, wholesale—brokers—grain.

CLOVIS, N. MEX.

Western Elevator Co., The, recvrs.-shprs., hdqtrs kafir-milo.*

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DALHART, TEXAS.

Kinard Grain Co., J. C., wholesale grain & hay.*

DECATUR, ALA.

Lyle-Taylor Grain Co., whlse. grain, hay, feeds.

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.*
Ashcraft Grain Co., S. B., wholesale grain.*
Conley-Ross Grain Co., The, grain and beans.*
Crescent Flour Mills Co., The, merchant millers.*
Denver Elevator, wholesale grain, flour, millfeed.*
Farmers Elevator Co., The, H. P. Row, Mgr.
Gallagher Grain Co., grain merchants.*
Houlton Grain Co., wholesale grain.*
Kellogg Grain Co., O. M., receivers and shippers.*
McCaull-Dinsmore Co., wholesaler and commission.*
Moore-Lawless Grain Co., private wires to all markets.*
Phelps Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.*
Summit Grain Co., wheat, corn, oats, rye, barley.*

DES MOINES, IOWA.

Board of Trade Members.

Des Moines Elevator & Gr. Co., oats a specialty.
Iowa Corn Products Co., receivers and shippers.*
Marshall Hall Grain Co., grain commission.*
Taylor & Patton Co., corn and oats.*

DETROIT, MICH.

Board of Trade Members.

Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., grain and hay.*
Lapham & Co., J. S., receivers & shippers.*
Lichterberg & Son, oats, corn, hay, straw.*
Simmons & Co., F. J., grain and hay.*
Swift Grain Co., consign or ask for bid.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., merchants—commission, consignments.
Transit Grain & Com. Co., consignments, brokerage.*

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HAMBURG, IOWA.

Sullivan & McBride S. & G. Co., red cob fodder corn.

HASTINGS, NEBR.

Koehler-Twiddle Elevator Co., grain dealers.*

HATTIESBURG, MISS.

Merchants Grocery Co., whlse. grocers, grain, fd., fr.

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*
Rothschild Co., S., grain, c/s products, rice b/p.*

HUTCHINSON, KANS.

Board of Trade Members.

Central Grain Co., The, buyers for mills.
Farmers Co-op. Com. Co., commission merchants.
Goffe & Carkener, private wire.*
Hayes Grain Co., John, grain merchants.
Hutchinson Grain Co., grain merchants.*
McClure Grain Co., J. B., buyers and sellers.*
Midwest Grain Co., The, shippers.
Producers Grain Co., The, milling wheat.*
Southwest Grain Co., receivers and shippers.*
Union Grain Co., grain merchants.*
Vanderslice-Lynds Co., grain commission merchants.

INDIANAPOLIS, IND.

Board of Trade Members.

Anderson & Mercer, grain commission & consignments.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.
Hayward-Rich Grain Co., grain commission.*
Hill Grain Co., The Lew, grain merchants.*
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.*

JACKSON, MICH.

Bartlett & Co., J. E., salvage grain buyers & sellers.
Wagner-White Co., track buyers-sellers, grain-feed.

JACKSON, MISS.

Royal Feed & Mfg. Co., mixed feed mfrs.

KANSAS CITY, MO.

Board of Trade Members.

Christopher & Co., B. C., kafir, feterita, milo.*
Claiborne Commission Co., commission merchants.*
Croysdale Grain Co., commission merchants.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Grain Co., consignments.*
Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*
Frisco Elevators Co., grain merchants.*
Goffe & Carkener, grain commission.*
Hall-Baker Grain Co., consignments.*
Lichtig & Co., H., kafir, milo, screenings.
Logan Bros. Grain Co., receivers and shippers.*
McCoy-Thomas Grain Co., consignments-futures.*
Miller Grain Co., S. H., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.*
Roaben Grain Co., E. E., consignments.*
Root Grain Co., consignments and futures.*
Scular Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.*
Simonds, Shields, Lonsdale Grain Co., grain.*
Smith-Weekes Bkg. Co., grain broker.*
Thresher Grain Co., R. J., grain commission.*
Wilser Grain Co., consignments.*

LAWRENCE, KANS.

Underwood & Sons, J., grain, feed, seeds.

LIBERAL, KANS.

Vickers Grain & Seed Co., grain and field seeds.

LINCOLN, NEBR.

Grain Exchange Members.

Lincoln Grain Co., grain merchants.*

LITTLE ROCK, ARK.

Grain Exchange Members.

Caple & Stockton, hay, grain, feed.
Farmer Co., E. L., brokers, hay, grain, mill feed.*
Gordy Co., C. L., grain brok., hay, grain, mill feed.*

(Continued on next page.)

*Member Grain Dealers National Association.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., receivers-shippers of grain.*
Callahan & Sons, receivers and shippers of grain.*
Fruechtenicht, Henry, grain, feed, hay.*
Kentucky Public Elevator Co., storers and shippers.*
Verhoeff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co. grain and hay brokers.

M'KINNEY, TEXAS.

Reinhart & Company, wheat, corn, oats, maize.*

MARSHALL, MO.

Claiborne Commission Co., commission merchants.*

MEMPHIS, TENN.

Merchants Exchange Members.

Davis & Andrews Co., grain, mixed feed.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*
Bell Co., W. M., commission merchants.*
Blanchard Grain Co., "Always Dependable."*
Bush Grain Co., grain merchants.*
Cargill Grain Co., grain and seeds.*
Donahue-Stratton Co., dlrs. grain and feed.*
Flanley Grain Co., consignments solicited.*
Frankie Grain Co., feeds, grain, hay.*
Fraser-Smith Co., commission merchants.*
Fredtort Gr. & Malting Co., grain commission.*
Kamm Co., P. C., grain shippers.*
Lamson Bros. & Co., grain commission.*
Milwaukee Grain Commission Co., grain commission.*
Rang & Co., Henry, commission merchants.*
Runkel & Dadmun, grain commission merchants.*
Taylor & Bourne Co., grain merchants.*
Udike Grain Co., consignments solicited.*

MERIDIAN, MISS.

Board of Trade Members.

Lyon & Co., A. J. whse. gro., grain, feed.*
Threefoot Bros. & Co., whse. grain, feed, flr., gro.*

MIDDLEPOINT, OHIO.

Pollock Grain Co., grain, hay, straw, ear corn.

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Cargill Commission Co., grain commission.*
Cereal Grading Co., grain merchants.*
Hankinson & Co., H. L., grain commission.*
International Grain Co., grain merchants.*
Malmquist & Co., C. A., receivers & shippers.*
Marfield Grain Co., grain commission.*
McCruell Dinsmore Co., consignments solicited.*
Seidl, Frank J., all grains and feeds.*
Sheffield Elevator Co., shippers of grain.*
Sterling Grain Co., receivers and shippers, all grains.*
Van Dusen-Harrington Co., grain merchants.*

MOULTRIE, GA.

Delay, A. J., flour and grist mill.

NASHVILLE, TENN.

Grain Exchange Members.

Allen Grain Co., receivers and shippers.*
Allfeed Milling Co., feed manufacturers.*
Kerr, S. S., receiver and shipper.*
Tennessee Grain Co., receivers and shippers.*
Tyner & Co., John A., receivers and shippers.*

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.

NEW ORLEANS, LA.

Board of Trade Members.

Anderson & Jackson, Inc., exporters of grain.*
Fox Co., C. B., exporters.*
Nathan, Edw., succr. to Nathan & Fettes, fwdg. agt.*

NEW YORK CITY.

Produce Exchange Members.

Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Therrien, A. F., broker.

NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Cherokee Grain Co., grain merchants.*
Conyers Grain Co., grain merchants.*
Lang Grain Co., J. H., prompt and efficient service.*
Langenberg Bros. Grain Co., grain merchants.*
Marshall Grain Co., grain, feed, seeds.*
Moore, George L., grain merchant.*
Okla. City M. & E. Co., grain merchants, millers.*
Perkins Grain Co., W. L., brokers.*

OKLAHOMA CITY, OKLA., (Continued).

Scannell-Winters Grain Co., grain and feed.*
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. B., commission merchants.*
Strader Alexander Co., grain, hay, feed.*
White Grain Co.*

OMAHA, NEBR.

Grain Exchange Members.

Butler Welsh Grain Co., grain merchants.*
Crowell Elevator Co., receivers, shippers.*
Holmquist Elevator Co., receivers and shippers.*
Maney Grain Co., The, consignments.*
Miller Wilson Grain Co., receivers and shippers.*
Roberts Grain Co., Geo. A., grain merchants.*
Stockham Grain Co., E., commission merchants.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., grain commission.*
Udike Grain Co., consignments.*

OTTAWA, KANS.

Ross Milling Co., The, millers, hard wheat flour.

PAMPA, TEXAS.

McMurtry Grain Co., L. C., wheat, kafir, milo.*

PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.*
Bowen Grain Co., H. D., receivers & shippers.*
Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Harrison, Ward & Co., receivers & shippers.*
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.*
Miles, P. B. & Co., grain commission.*
Mueller Grain Co., receivers and shippers.*
Shaffer Grain Co., J. C., receivers & shippers.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Ezl., flour, grain, feed.*
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Stites, A. Judson, grain and millfeed.*
Young & Co., S. H., wheat, corn, oats.*

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Allen & Co., H. S., grain and hay.*
Burson Grain Co., C. G., recvrs., shprs.-commission.*
Elwood & Co., R. D., hay and grain.*
Foster Co., C. A., grain merchants.*
Geldel & Leubin, grain and hay.*
Hardman & Daker, grain, hay, millfeed.*
Harper Grain Co., corn a specialty.*
Heck & Co., W. F., grain, hay, millfeed.*
McCague, Ltd., R. S., grain, hay.*
Rogers & Co., Geo. E., grain and hay.*
Smith & Co., J. W., grain merchants.*
Stewart & Co., Jesse C., grain and mill feed.*
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PORTLAND, ORE.

Pacific Coast Elevator Co., grain.

PUEBLO, COLO.

McClelland Mc'tl I. & R. Co., grain, hay and feed.*

QUINTER, KANSAS.

Jones-Rogers Grain Co., brokers.

RICHMOND, VA.

Grain Exchange Members.

Reveridge & Co., S. T., grain, hay, feeds, seeds.*

ROCHESTER, N. Y.

Dalley Bros., Inc., receivers and shippers.*

SAGINAW, MICH.

Saginaw Milling Co., flour, feed, hay, grain.*

SALINA, KANS.

Board of Trade Members.

Rossemeyer Grain Co., The Paul, grain merchants.*
Freeman-Faith Grain Co., receivers and shippers.*
Hayes Grain Co., Always in the market.*
Richter Grain Co., wheat, coarse grains & millfeed.*
Rickel, E. L., grain receiver and shipper.*
Service Grain Co., grain, feed, grain products.*
Weber Flour Mills Corp., millers, exporters, grain dlrs.*

SALT LAKE CITY, UTAH.

Utah-Idaho Bkg. Co., whse. grain, hay, flour, feed.*

ST. JOSEPH, MO.

Grain Exchange Members.

Aunt Jemima Mills Co., A. J., hominy feed.*
Button-Simmons Grain Co., grain commission.*
Claiborne Commission Co., commission merchants.*
Gordon Grain Co., grain commission.*
Marshall Hall Grain Co., consignments solicited.*
Yancey Grain Co., commission merchants.*

SAN ANTONIO, TEXAS

King, Douglas W., wheat, corn-brook., Texas R. Oats.*

ST. LOUIS, MO.

Merchants Exchange Members.

Annan Burg G. & M. Co., flour, grain, millfeed.*
Claiborne Commission Co., commission merchants.*
Dreyer Commission Co., feedingstuffs, grain, seeds.*
Elmore Schultz Gr. Co., receivers and shippers grain.*
Graham & Martin Grain Co., grain commission.*
Marshall Hall Grain Co., grain commissions.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grass seed.*
Toberman Mackey & Co., grain, hay, seeds.*
Turner Grain Co., grain commission.*

SEDALIA, MO.

Claiborne Commission Co., commission merchants.*

SIOUX CITY, IOWA.

Board of Trade Members.

Button Co., L. C., grain commission.*
McCaull Dinsmore Co., commission.*
Terminal Grain Corp., receivers & shippers.*
Rumsey & Co., receivers of consignments.*
Western Terminal Elevator Co., receivers and shippers.*

SIOUX FALLS, S. D.

Burke Grain Co., grain merchants.

SPRINGFIELD, MO.

Claiborne Commission Co., commission merchants.*

STERLING, COLO.

Moore, James A., grain dealer.

SUPERIOR, NEBR.

Bossemeyer Bros. Terminal Elevator.*
Elliott & Myers, grain merchants.*
Superior Terminal Elvtr. Co., grain, corn products.*

THOMASVILLE, GA.

Burch & Son, W. H., corn millers.

TOLEDO, OHIO.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*
Morehouse & Co., wholesale grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*
Young Grain Co., grain.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*
Golden Belt Grain & Elvtr. Co., The, recvrs. & shprs.*
Topeka Grain Co., wheat, corn, oats, mill & ctn. feed.*

TULIA, TEXAS.

Cowan Grain Co., W. C., wheat, oats, maize, kafir.*

WASHINGTON, D. C.

Wilkins-Rogers Mfg. Co., Inc., receivers and shippers.*

WICHITA, KANS.

Board of Trade Members.

Baker-Evans Grain Co., milling and export wheat.*
Bayer Grain Co., consignments and mill orders.*
Blood Grain Co., I. H., consignments, mill orders.*
Claiborne Commission Co., commission merchants.*
Clark Grain Co., C. M., all kinds grain and feed.*
Craig Grain Co., J. W., consignments and mill orders.*
Foot Grain Co., consignments.*
Hall Baker Grain Co., exporters.*
Hayes Grain Co., John, Okla.-Kan., wheat for mills.*
Hipple Grain Co., consignments.*
Kansas Flour Mills Co., receivers and shippers.*
Kramer Grain Co., receivers and shippers.*
Linton-Christy Grain Co., strictly brokerage & comm.*
Norris Grain Co., exporters.*
Raymond Grain Co., consignments.*
Simonds-Shields-Lonsdale Gr. Co., exporters.*
Smith-McLinden Grain Co., milling and export wheat.*
Stevens-Scott Grain Co., receivers and shippers.*
Strong Trading Co., wholesale grain and feed.*
Terminal Elevators, exporters.*
Wallingford Bros., receivers and shippers.*
Wichita Flour Mills Co., millers and grain merchants.*
Wichita Grain Co., receivers and shippers.*
Wichita Terminal Elev. Co., general elevator business.*

WICHITA FALLS, TEXAS.

Mytinger Grain Co., J. C., grain, feed, seeds.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. and seeds.*

WINFIELD, KANS.

Daves & Daves, red mlg. wheat, mill feed.*

WOODWARD, OKLA.

Sharon Grain Co., wholesale grain.

*Member Grain Dealers National Association.

Board of Trade
Members

KANSAS CITY

Board of Trade
Members

Handling
Consignments
and Futures
44 Years

B. C. Christopher & Co.

KANSAS CITY, MO.

Buyers and
Shippers Kaffir,
Feterita, Milo
Maize, Mill Feed

SHANNON GRAIN COMPANY CONSIGNMENTS

201-2 Board of Trade KANSAS CITY, MO.



Buyers—Sellers
WHEAT . CORN
OATS . BARLEY
CONSIGNMENTS
MILL ORDERS

Yes Sir:

*Real
Service*

We Handle Consignments
S. H. Miller Grain Co.
Kansas City Missouri

HALL-BAKER GRAIN CO

Buyers and Sellers of Grain
CONSIGNMENTS

Kansas City - - Missouri

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—First in Advertising!
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—First in News!
The Grain Dealers Journal

TRY
FULLER GRAIN CO.
Consignment
Service

Kansas City Atchison, Kansas

FEDERAL GRAIN CO.

Real Service on Consignments

Buyers and Sellers of
Wheat, Corn, Oats, Barley,
Kafir and Milo

Operators 1,500,000 BU.

MURRAY ELEVATOR

BOARD OF TRADE KANSAS CITY, MO.
U. S. A.

Simonds-Shields-Lonsdale Grain Co.

QUALITY and SERVICE
Kansas City, Missouri

R. J. THRESHER EBENEZER S. THRESHER
R. J. THRESHER GRAIN CO.
Successors to THRESHER FULLER GRAIN CO.
GRAIN COMMISSION MERCHANTS
Consignments Solicited
Grain Bought and Sold for Future Delivery
311-314 Board of Trade, KANSAS CITY, MO.

MOORE-LAWLESS GRAIN COMPANY

Consignments—Futures
KANSAS CITY, MO.

Branch Offices: Atchison, Kansas—Denver, Colorado
Members: Kansas City, Chicago, St. Louis, Atchison and Denver Exchanges

CONSIGN

Ernst-Davis Com. Co.

Kansas City

SPECIAL ATTENTION
GIVEN TO FUTURES

MEMBERS
Kansas City Board of Trade
Chicago Board of Trade
St. Louis Merchants Ex.

Drive

Your business. Hitch up with an
add in the Grain Dealer's Journal.
You will then have a pleasant and
profitable ride.

A. C. DAVIS GRAIN CO.

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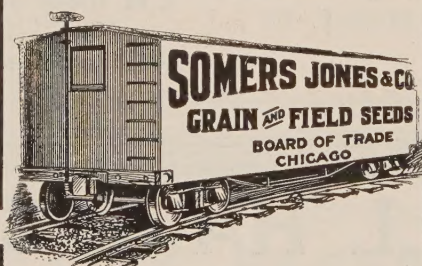
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 Corn, Oats sacked for Southern Trade.
 HUBBELL BLDG. DES MOINES, IOWA

Hayward-Rich Grain Co.
 GRAIN COMMISSION
 511 Board of Trade Building
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Cedar Rapids Grain Co.
 RECEIVERS and SHIPPERS
 CEDAR RAPIDS, IOWA

KNIGHT & COMPANY
 Grain Brokers and
 Commission Merchants
 CONSIGNMENTS SOLICITED
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**RED MILLING WHEAT
 MILL FEED**
Daves & Daves Grain Co.
 WINFIELD, KANSAS

Every time you mention the
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 to an advertiser, you
 help to make it bigger and better.

E. I. BAILEY
 CLEVELAND, OHIO
 Receiver and Shipper of
Corn, Oats, Mill Feed
 Ask for Prices

M. B. JONES & CO.
 Buyers—Quote Us
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GRAIN AND FEED
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*For whatever you wish to know
 about equipment or supplies used
 in or about a grain elevator ask the*
Information Bureau
 Grain Dealers Journal Chicago, Ill.

SALINA PRODUCE CO.
 Receivers and Shippers
All Kinds of Grain
 SALINA, KANSAS

Building a New Elevator

?

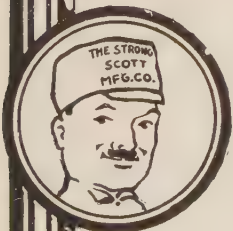
TODAY'S low building costs are an incentive for every individual and company-owned elevator to make improvements.

On the machinery you put into the new house depends the profits which you will take out of it.

For twenty-five years the Strong-Scott Manufacturing Company has been building machinery which has satisfactorily and profitably handled the grain in every type of elevator.

Specify Strong-Scott Machinery — buy Strong-Scott Machinery — and you will make no mistake in equipping the new house or repairing the old.

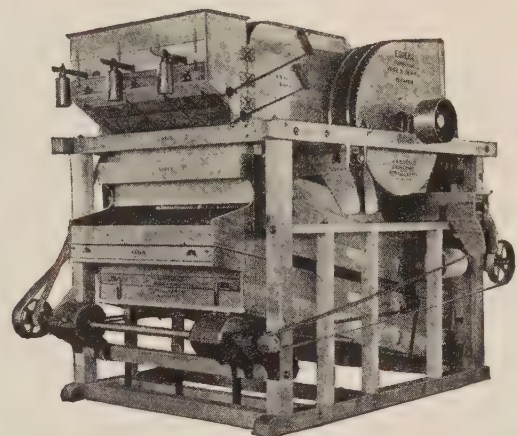
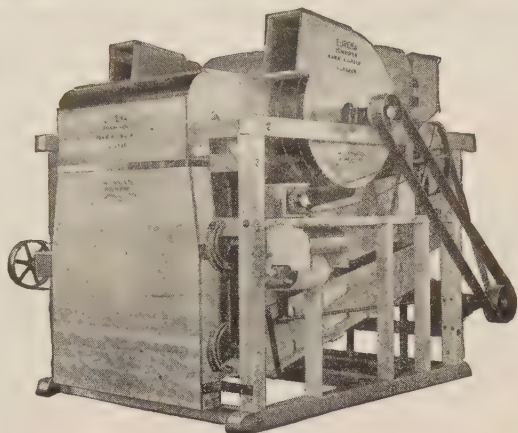
Better write us NOW about the machines you will need.



The STRONG-SCOTT MFG. CO.
"Everything for every Mill and Elevator"

MINNEAPOLIS, MINN.

GREAT FALLS, MONT.



Another "EUREKA"

Thoroughbred

Is our combined machine for cleaning both
CORN and SMALL GRAINS

In this "EUREKA," mechanical excellence and practical utility go hand in hand. Here our engineering staff has scored a worth-while triumph—the first Combined machine without a drawback. You need this up-to-date, accessible, light-powered profit producer.

Our profusely illustrated
Bulletin No. 82 is yours for
the asking — write for it.



S. HOWES COMPANY, Inc.
Silver Creek, N. Y.

European Branch: S. Howes, 64 Mark Lane, London, Eng.



Radio Telephone Market Quotations

together with concerts and lectures are being broadcasted from nearly every large city. Reasonable deliveries can be made on orders placed now.

Know with whom you are dealing. Ask any Board of Trade firm about us.

THE NASH-ODELL CO.

(Formerly Charles A. Nash, Inc.)

Franklin 1085 172 N. Franklin St. Chicago, Ill.

BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevent leakage in transit and we make car liners for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost of same? We are confident this would demonstrate to you the efficiency and money saving merits of our proposition.

THE KENNEDY CAR LINER & BAG CO.
SHELBYVILLE, IND.

Canadian Factory at Woodstock, Ontario.

FABRICATED STEEL PRODUCTS

We specialize on FABRICATED STEEL PRODUCTS and are equipped to furnish steel plate products such as tanks, hoppers, stacks, conveyors, chutes, pipe, elevator legs, coal mine equipment, cement and concrete sheet steel forms promptly. Let us estimate on your requirements.

Corrugated Sheets Erected

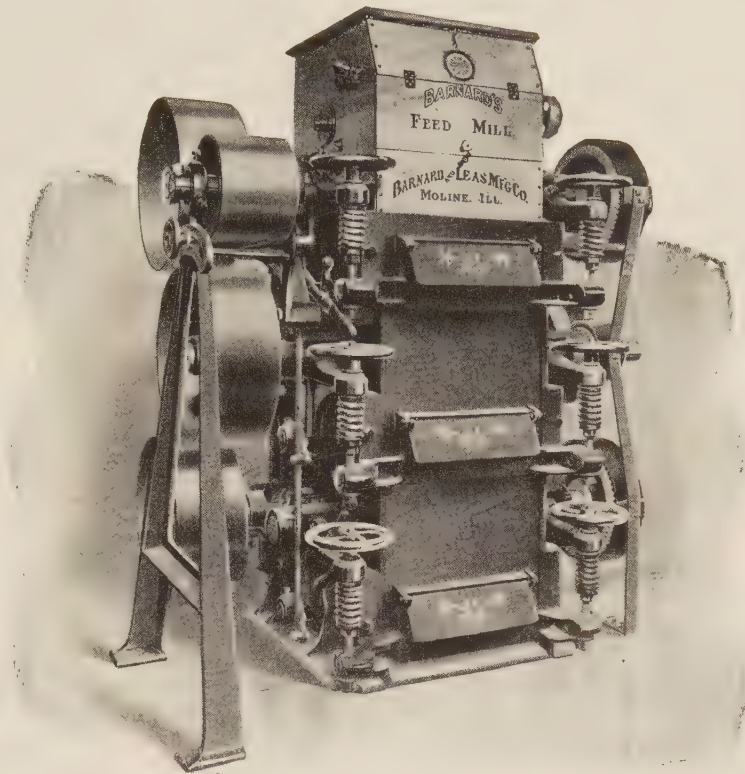
We are specialists in furnishing and erecting ROOFING & SIDING of galvanized, painted or zinc sheets, corrugated or formed. Our mechanics are experts—they know how. Let us figure on your erection, no matter where located.

Our complete stock of galvanized, black, blue annealed sheet steel and zinc enable us to give immediate attention to all orders and inquiries received.

The Sykes Company

930 West 19th Place

Chicago, Ill.



Barnard's Six-Roller Feed Mill

Especially adapted for grinding feed, table corn meal, pearl meal, linseed meal, rye or barley.

Meets all requirements where large capacity and fine grinding is desired.

Has three gradual roll reductions.

All adjustments are simple and efficient.

Made in seven different sizes, with chain-oiling or ball bearings.

Write for Catalog M-5 for Prices and Full Details.



BARNARD & LEAS MFG. CO.

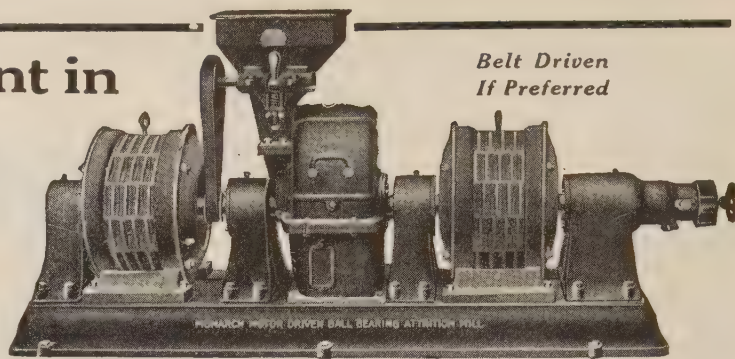
**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



A Positive Achievement in Feed Mill Engineering

EVERY curve, every angle, every part and section of the Monarch Ball Bearing Attrition Mill verifies the ingenuity and technical skill which are responsible for its design. The actual designing of this mill was preceded by a period of careful study and painstaking research. Nothing was left to uncertainty or speculation. The result is a standard of mechanical excellence that commands the approval of able judges everywhere.



There are a number of especially interesting features about the Monarch Ball Bearing Attrition Mill that you should become acquainted with—features that are of vital importance to the successful operation of every feed grinding plant. Ask us to tell you about them, and to send you a copy of Catalog D-120.

SPROUT, WALDRON & COMPANY, 1202 Sherman St., MUNCY, PENNA.

CHICAGO OFFICE:
9 South Clinton Street

The Monarch Mill Builders

KANSAS CITY OFFICE:
203 New England Building

MONARCH *Ball Bearing* ATTRITION MILL

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt
price; or on trial to responsible
parties. Has automatic valve and
fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



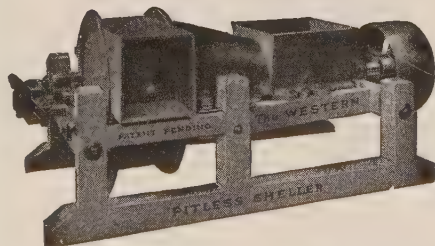
For Accurate Moisture Tests
use our Grain Dealers' Air
Tight Cans for forwarding
your grain samples.

ST. LOUIS PAPER CAN & TUBE CO.
ST. LOUIS, MO.

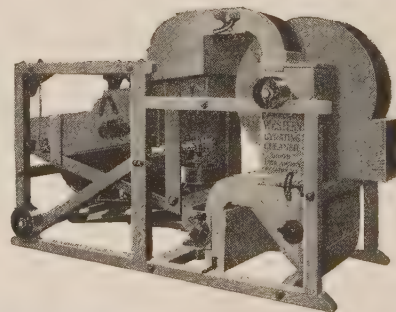
For elevator and mill supplies we
issue a net price catalog. If in
the market write us for one.

WHITE ★ STAR ★ CO.
WICHITA, KANSAS

If You Want GRAIN ELEVATOR MACHINERY Shellers and Cleaners



We
Have
The



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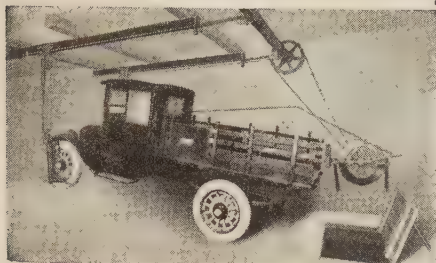
Let us figure on your requirements

Write for Catalog No. 27

Union Iron Works - Decatur, Illinois

Manufacturers Complete Line of Elevator Equipments

McMillin Wagon and Truck Dump



SIMPLE--DURABLE PRACTICAL

This is the only wagon and truck dump that will dump from any length wagon or truck into one single dump door, or any number of dump doors, regardless of their distance apart, with one unit, and is operated standing by any dump door which is being dumped into. Can be installed in any driveway.

Easy and convenient to operate by hand or power.
All parts of the dump in plain view of the operator.
Doubly strong for the heaviest loads. Will raise the wagons or trucks to any angle desired for dumping.
No connection with driveway floor or scales.
Completely under the operator's control at all times.

L. J. McMILLIN

325 BOARD OF TRADE BLDG.,
INDIANAPOLIS, IND.

Designer & Builder of Grain Elevators

Send For Our Catalog No. 22

Just off the Press

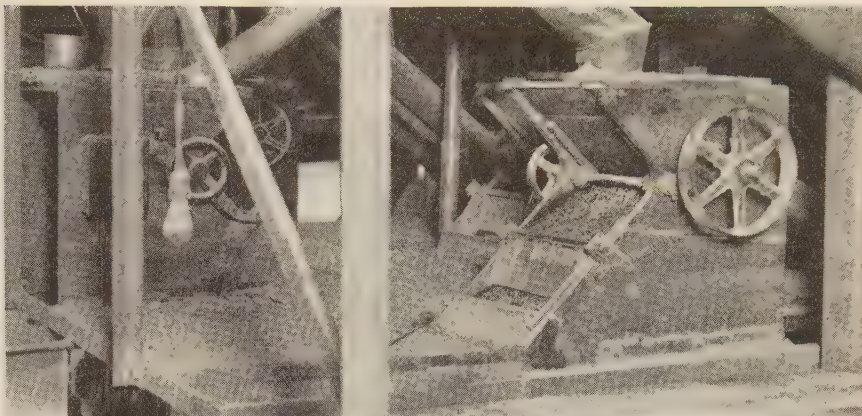
Covering our full line of

**Grain Elevator
Machinery**

**Power
Transmission
Mills, etc.**

**J. B. Ehram & Sons
Mfg. Co.**

Enterprise, Kansas



Stop the tramp iron —before it stops you

HOW are you guarding against fires and dust explosions? By carrying insurance? Insurance is all right; it is necessary, *but*—insurance never *stopped* a fire or an explosion.

Dings Magnetic Separators have. They remove every trace of iron from conveyed material—the iron that causes the sparks responsible for a large part of the elevator fires and explosions when it enters crushers and mills.

Magnetic elimination of tramp iron and fragments also prevents breakage of rolls, excessive wearing of grinding surfaces, damage of bolting cloth, and other expensive accidents.

Special separators made expressly for use in mills and elevators are described in a special bulletin. Ask for it.

Four Type "G" 24 inch Dings Magnetic Separators. Each separator handles 7 tons of grain per hour. These separators have given highly satisfactory service for five years, says the president of the mill.

DINGS MAGNETIC SEPARATOR CO.

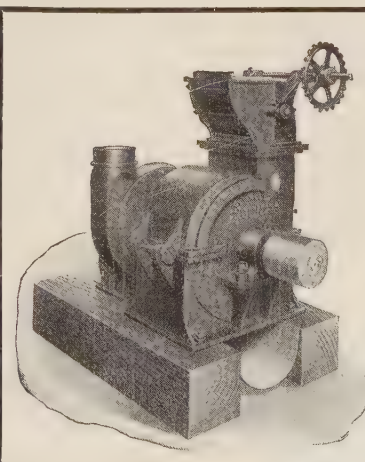
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NEW YORK 52 Vanderbilt Ave.	DENVER 1718 California St.	RICHMOND 1905 E. Main St.
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DINGS

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Magnetic Separation



Gruendler Feed Mixer and Grinder

America's Famous Feed Grinder

For General Utility—use the Gruendler Grinder. It will crush, grind and mix your feeds just as you want them.

Gruendler Feed Grinders have been serving the field for 50 years. All parts are easily adjustable and accessible. Made of best steel throughout. All machines are guaranteed for 2 years against defects in material or workmanship. Unbreakable.

Gruendler Patent Crusher & Pulverizer Co.
993 N. Main St. St. Louis, Mo.

1920-21 Methods *Will Not Do* in 1922

Obsolete Methods, Worn out or Antequated Machinery invites Failure.

SUCCESS

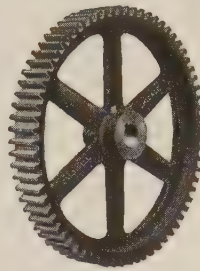
Means that every move made by men and machinery must produce something that will yield a fair profit. Costs must be cut to the bone.

Look over your equipment NOW—Attrition Mills, Breakers, Reels, Shakers, and every other piece of machinery. If you find it obsolete, replace it. If you know that any piece of machinery needs repair parts, order them now and clear the decks for action.

THE ENGINEERING DEPARTMENT of THE BAUER BROS. CO., 506 Bauer Building, Springfield, Ohio, is at your disposal—without cost or obligation—for any assistance this Department can give. Better write them today.

The Bauer
COSTS LESS PER HOUR

CALDWELL GEARS



Cast iron machine mold-gears, also gears with machine cut teeth, Spurs, Bevels, Miters, Worm Drives and Mortise Wheels.

PULLEYS

We manufacture our own cast iron pulleys—heavy construction, special grade material, light running and well balanced.

We manufacture a complete line of screw conveyors, belt conveyors, bucket elevators, steel buckets, sprockets, chain, bearings, etc.



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H. W. CALDWELL & SON CO.

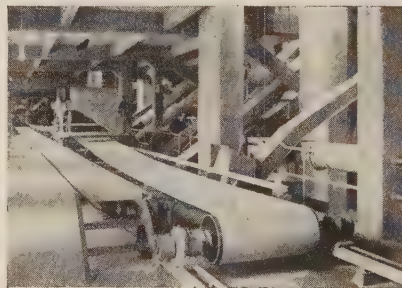
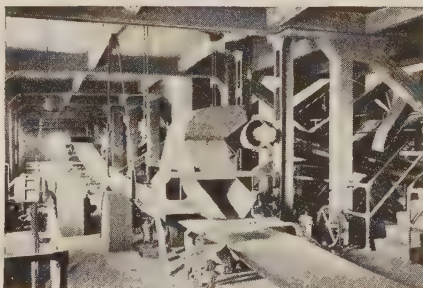
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Chicago, Ill.—17th St. and Western Avenue

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WEBSTER Grain Elevator Machinery



The biggest users in the world of Elevating, Conveying and Transmission Machinery for grain handling have repeatedly installed Webster Machinery.

In smaller plants, where effective equipment is fully as important, Webster Machinery holds the same prominent place.

When planning new structures, repairs or extensions, call upon our experienced engineers, who are ready to make recommendations based upon your requirements.

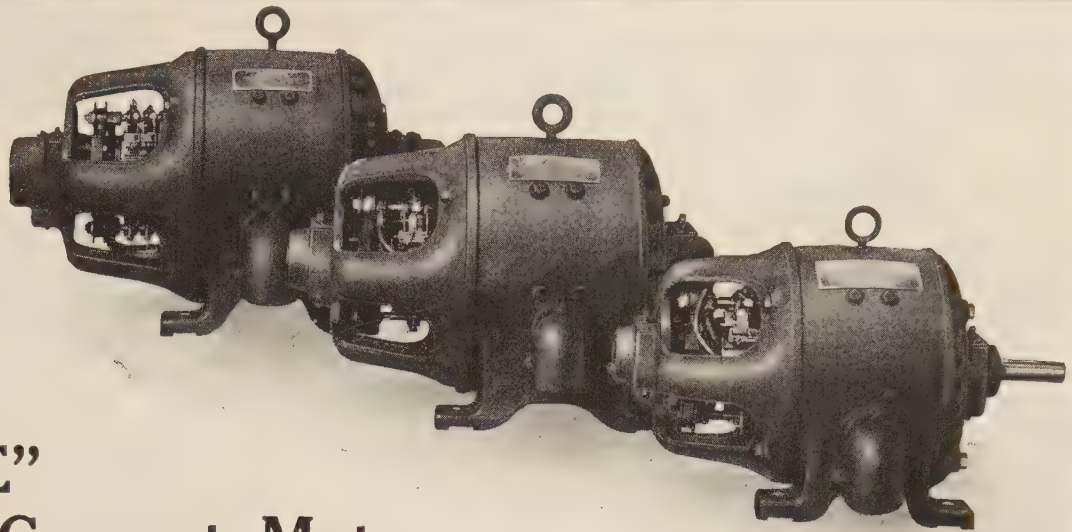
The WEBSTER MFG. COMPANY

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Michigan City, Ind.

Sales Offices in Principal Cities



Type "E" Direct Current Motor

Constant and Adjustable Speed Ratings

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ALLIS-CHALMERS

Manufacturing Company

Milwaukee, Wis., U. S. A.

District Offices in All Leading Cities.

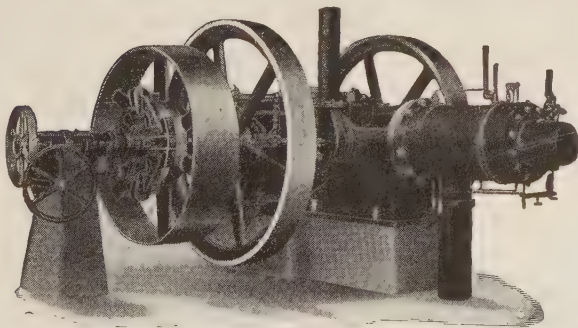
Important Features

Ratings and speeds corresponding to standard 60-cycle induction motors.
A complete line of constant and adjustable speed ratings.
Rugged cast steel yokes.
Commutating poles, insuring sparkless commutation.
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Windings treated to resist oil and moisture.
Thorough ventilation.
Conduit terminal boxes on all motors.
Improved box type brush holders.
Standard enclosing covers.
Interchangeable parts.
All parts easily accessible.

MUNCIE

Heavy Duty

Oil Engine



USE CRUDE OIL AND FUEL OIL

Reduce Your Fuel Bill 80 Percent
Sizes 10 to 250 H. P.

MUNCIE OIL ENGINE CO.
MUNCIE, IND., U.S.A.

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We Make a SPECIAL BUSINESS of REPAIR WORK

*Our Repair Crews for
REMODELING and OVER-
HAULING GRAIN ELEVATORS
Go All Over The Grain Territory*

*If you have any changes in view, write
us and we will send an engineer, with-
out cost to you to estimate your work.*

GRAIN DEALERS SUPPLY CO.
MINNEAPOLIS MINNESOTA

BRANCHES
FT. DODGE, IA... HASTINGS, NEBR... ABERDEEN, S.D. FARGO, N.D.

Fireproof
400 Rooms — 400 Baths

May 9-10

Peoria will be host to hundreds of Illinois Grain Dealers. You—like many others—will make

The Jefferson

IN PEORIA

your home on these days.

Make Your Reservation Early

Write, Wire or Phone

Jefferson and Liberty Streets

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com's'n the carriers have made the following changes in rates:

C. & E. I. in Sup. 8 to 7725-C names joint rates on grain from stations on its lines and on the C. & I. C. Ry. to points in Ind., Mich., and Ohio, effective May 15.

Erie in 182-F and Sup. 1 to 182-F names rates on grain, grain products and by products from Chicago, Englewood, Hegewisch, Pullman Jct., Ill., Hammond, Highlands, Saxony, Ind., to points in Ill., Ind., Ky., Mich., N. Y., Ohio, Pa., W. Va., effective May 1.

A. T. & S. F. and associated lines in 5588-M cancels 5588-L and names local, joint and proportional rates on grain and grain products between points in Kan., Colo., Mo., Okla., also Superior, Neb., Joplin, Mo., and points in Ill., Ind., Ia., Kan., Mich., Minn., Mo., Neb., Okla., and Wis., effective June 1.

C. & E. I. in Sup. 38 to 8650 names joint and proportional rates on grain, grain products, and by products, also cotton seed, cotton seed ashes, cotton seed hull bran and dried beet pulp from stations on its lines and on the C. & I. C. Ry. to points in N. Y., Ohio, Pa., W. Va., and the Dominion of Canada, effective May 1.

C. R. I. & P. in Sup. 20 to 28405-D names local, joint and proportional rates on hay, straw and corn husks from stations in Ark., Colo., Kan., La., Neb., N. M., Okla., also Joplin, Mo., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., Texarkana, Ark.-Tex., and other stations in Ala., Ark., La., Miss., Mo., and Okla., effective May 3.

C. R. I. & P. in Sup. 1 to 19687-N names joint and proportional rates on grain, grain products, seeds, hay and broom corn from Mo. River stations and other stations in Ill., Ia., Minn., Mo., and S. D. on its lines and on C. D. & M. Ry., to Miss. Valley Points and other stations in Ill., Ia., Minn., La., Miss., and Tenn., also to Gulf Ports for Export, effective May 15.

Ill. Central in Sup. 13 to 1537-E names local, joint and proportional rates on grain, grain products, cotton seed products and seeds between stations in Ill., Ind., Wis., also Dubuque, Ia., St. Louis, Mo., and Chicago, Peoria, Ill., Milwaukee, Wis., Minneapolis, Minn., Paducah, Ky., St. Louis, Mo., Ohio River Crossings and other stations in Ill., Ind., Ia., Ky., Mich., Minn., Mo., Wis., effective Apr. 1, suspending effective date of certain rates in Sup. 12 until July 30.

Ill. Central in Sup. 2 to 601-G names local, joint and proportional rates, domestic and when for export, on grain, grain products, hay and seeds between stations in Ia., Minn., S. D., on its lines and on C. R. & I. C. Ry., Ft. D. D. M. & S. R. R., G. N. Ry., W. C. F. & N. Ry., and Chicago, Peoria, Ill., St. Louis, Mo., Milwaukee, Wis., Minneapolis, Minn., Omaha, Neb., Ohio River Crossings and other stations in Ill., Ind., Ia., Minn., Ohio, S. D., Wis., effective May 18.

C. & E. I. in Sup. 17 to 622-G names local, joint and proportional rates on grain, grain products and by products, also broom corn, green corn, corn cobs, cottonseed, cottonseed ashes, seeds (broom corn, Hungarian and millet) and red top seed chaff from stations on its lines and on the C. & I. C. Ry., also from Henderson and Owensboro, Ky., and from Cairo, Ill. (via M. & O.), Joliet, Ill. (via E. J. & E.), and Momence Transfer, Ill. (via C. M. & G.), to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., Ohio, Pa., and Wis., effective May 15.

HALL NON-CHOKABLE ELEVATOR LEG

Adds 100% Efficiency to the cup belt. It revolutionizes the system of elevating grain. It is automatic in action.



The grain is fed to it automatically and unerringly without mechanism and is as reliable as gravitation. In consequence of these facts it is 100% MORE DURABLE than other legs, and is GUARANTEED IN YOUR ELEVATOR.

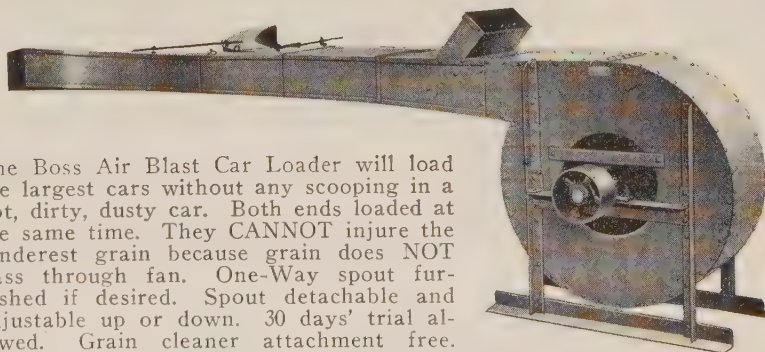
THE HALL SIGNALING GRAIN DISTRIBUTOR

Our idea is that the Distributor should direct all the grain to the exact spot intended, without mixing, with the least trouble or care, not only now and then, but ALWAYS.

That is the service that the Hall Distributor performs continuously.

Hall Distributor Company, 222 Railway Exchange Bldg., Omaha, Nebr.

Load Railroad Cars Without Scooping



The Boss Air Blast Car Loader will load the largest cars without any scooping in a hot, dirty, dusty car. Both ends loaded at the same time. They CANNOT injure the tenderest grain because grain does NOT pass through fan. One-Way spout furnished if desired. Spout detachable and adjustable up or down. 30 days' trial allowed. Grain cleaner attachment free. Grades raised. Make your house modern by installing one. New catalog No. 22 and prices mailed upon request.

Maroa Manufacturing Company, Dept. G, Maroa, Ill.

IF YOU WANT

regular country shippers to become familiar with your firm name, place your "ad" here :: ::

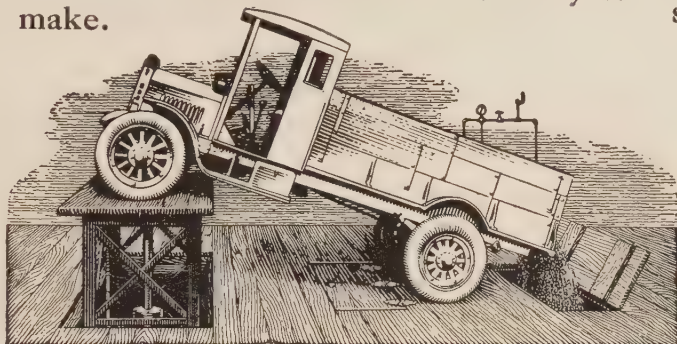
Kewanee *All Steel* Truck Lift

Its real cost is LESS

When you figure the total cost of a Lift—the actual cost price plus what it costs to install it—the Kewanee is the lowest priced *reliable* lift you can buy.

Your Kewanee All Steel Truck Lift reaches you in four major units *completely assembled*. It's *not* a "cut-and-fit" outfit that you must assemble on the job.

There are no costly inclines to build—no extensive alterations of the driveway to make.



Any practical "handy" man who can work concrete, and use a pipe wrench, saw and hammer can install a Kewanee. The average job can be installed in less than two days' time by one such man and a common helper.

No skilled labor, no assembling on the job, very little preparation or alteration, distinguishes the Kewanee as the easiest and quickest "trouble-proof" Lift to install—therefore the *lowest priced*.

Sold and installed by most all reliable elevator contractors. If your contractor does not have blue prints and prices write us direct.

Kewanee Implement Co.

Kewanee, Illinois

Southwestern Distributors:

Fairbanks, Morse & Co., Kansas City, Mo.

Dust Collectors



alone do not prevent explosions in Elevators, but

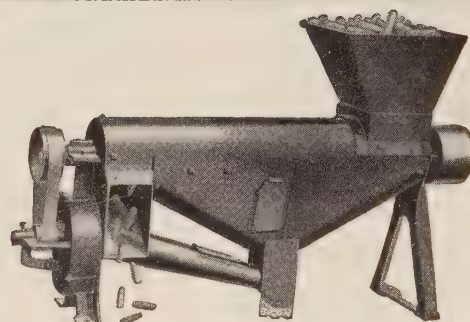
DAY

Dust Collecting Systems do when properly installed.

The Day Company

1006 Lyndale Avenue N.

Minneapolis, Minn.



Style A Triumph Corn Sheller

A GOOD SHELLER OF MODERATE CAPACITY

If you can use a Sheller that will properly shell 75 bushels of corn an hour; and if you want a good simple machine, you'll get just the sheller you ought to have in a Triumph.

Thousands of Triumph Shellers are at work in moderate sized mills and elevators both in this country and abroad, and every one of them is shelling corn properly and producing its share of profits.

We'll be glad to send you a copy of our new corn sheller circular. Just send us a postal or a letter asking for it.

THE C. O. BARTLETT & SNOW CO.

Main Office and Works: Cleveland, Ohio

GRAIN ELEVATOR BUILDERS

A Reduced Cost of Handling Grain

makes the Best Elevator obtainable a profitable investment.

Ask for Suggestions on Saving Material, Power and Labor, before completing plans for your new elevator.

30 Years Practical Experience

YOUNGLOVE CONSTRUCTION CO.
Sioux City, Iowa



(Patented)

Folwell-Sinks Form Lifting

JACKS

For Grain Elevators and Silo Construction

Manufactured and Sold by

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Grain Elevators--Flour Mills--Warehouses
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R. M. VAN NESS CONSTRUCTION CO.

Engineers and Builders of
MODERN WOOD and FIREPROOF ELEVATORS
We furnish plans and estimates
Room 3 Grain Exchange
Write us about your requirements
OMAHA, NEB.

BIRCHARD
CONSTRUCTION CO.
CONTRACTORS GRAIN ELEVATORS
Mills and Warehouses
Especially Designed for Economy
of Operation and Maintenance
704 Terminal Bldg. LINCOLN, NEB.

FEDERAL ENGINEERING CO.

Designers and Builders—Grain Elevators, Mills and Warehouses
TOPEKA, KANSAS

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Corn Exchange, Minneapolis

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Designers and Builders of
Modern Mills and
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Flour Mill and Elevator Machinery
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OF

Modern Grain Elevators
Grain Storage Tanks
Mill Buildings
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BOGGESS CONSTRUCTION CO.

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Builders of
GRAIN ELEVATORS and COAL POCKETS
of the BETTER CLASS
Special study given to each plant—Each
plant fills the individual needs

The W. H. Wenholz Construction Co.

309 E. 4th Ave., HUTCHINSON, KANSAS
Contractors, Designers and Builders of
Concrete or Wood Elevators
JOBBER IN MILL AND ELEVATOR SUPPLIES

Your Individual Needs

are respected when your elevator
is designed and built by

W. H. CRAMER CONSTRUCTION CO.
NORTH PLATTE, NEB.
Write for Details of Our System

EIKENBERRY CONSTRUCTION CO.

329 UNITY BLDG., BLOOMINGTON, ILL.
Designer and Builder of
Fire proof GRAIN ELEVATORS

EFFICIENT ERECTING CO.

We make plans and build up-to-date
GRAIN ELEVATORS AND MILLS
GEO. H. CRAIG
386 120th Place, Blue Island, Ill.

THE RYAN CONSTRUCTION CO.

3159 Curtis Ave., Omaha, Nebraska
We build Modern Fireproof Grain Elevators,
Mill Buildings and Storage Bins
SPECIAL ATTENTION GIVEN TO REPAIR WORK
Let Us Know Your Requirements

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Townsend B. Smith

Designer and Builder

Decatur, Ill.

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ELEVATORS, FLOUR MILLS AND ASSOCIATED BUILDINGS
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HOLBROOK, WARREN & ANDREW
 Successor to
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 Designing Engineers
 Reinforced Concrete Elevators, Large or Small
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Decatur Construction Co.
ENGINEERS AND BUILDERS
 OF GRAIN ELEVATORS
 760-762 Gushard Building
 DECATUR ILLINOIS

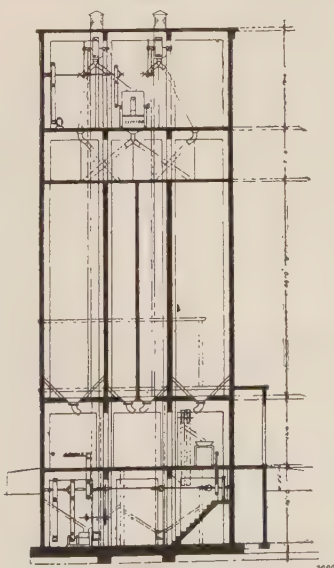
**SEND US
 YOUR INQUIRY**

We have the most complete organization in the Northwest for the construction of

**GRAIN and COAL
 ELEVATORS**

T. E. Ibberson Company
 MINNEAPOLIS, MINN.

GEO. W. QUICK & SONS
 TISKILWA, ILL.
 CONTRACTS and BUILDS
 MODERN GRAIN ELEVATORS
 STORAGE TANKS and COAL POCKETS
 Plans and Estimates Submitted
 Correspondence Solicited

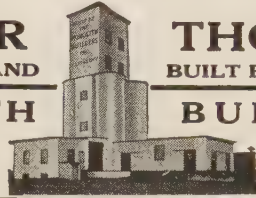


The care and study put into the design and construction of each Reliance Elevator assures the greatest economy in operation. Design No. 1000, side elevation of which is shown above, is especially adapted to the needs of the dealer requiring not over 20,000 bu. capacity. Write for particulars.

Reliance Construction Co.
 Board of Trade Indianapolis, Ind.

A N O T H E R
 DESIGNED AND
THE MONOLITH
BUILT BY
THORO-BRED BUILDERS, INC.

509 Mutual Building



Kansas City, Missouri

MACDONALD ENGINEERING CO.
 DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
 San Francisco Chicago New York
 149 California St. 53 W. Jackson Blvd. 90 West St.

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 OF GRAIN ELEVATORS
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HICKOK Construction Co. MINNEAPOLIS ELEVATORS

P. F. McALLISTER CO.
 ENGINEERS AND CONTRACTORS
 Grain Elevators, Driers, Coal Chutes
 Wood or Concrete
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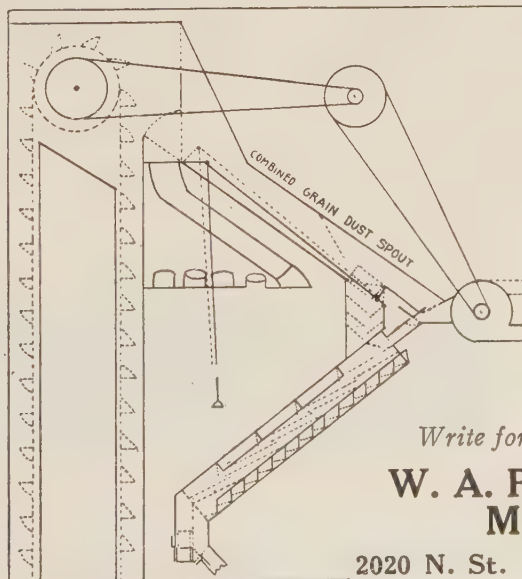
W.C. BAILEY
 Contracts and Builds
Modern Grain Elevators
 We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg.
 Let us show you
 433 Railway Exchange Bldg., OMAHA, NEB.

LEE PETERSON
 Marion, Iowa
 Contractor and Builder
 ELEVATORS and MILLS
 REPAIRING A SPECIALTY
 Plans and Specifications Furnished

The Star Engineering Co.
 Wichita, Kansas
 Specialists in Country
 Elevator Construction
 Free Catalogs for Southwest Customers

Randolph Grain Driers
 DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES
 O. W. RANDOLPH CO. TOLEDO OHIO U.S.A.
 WIRE WHITE PHONE

**COMBINED
 Grain Cleaner and Dust Collector**



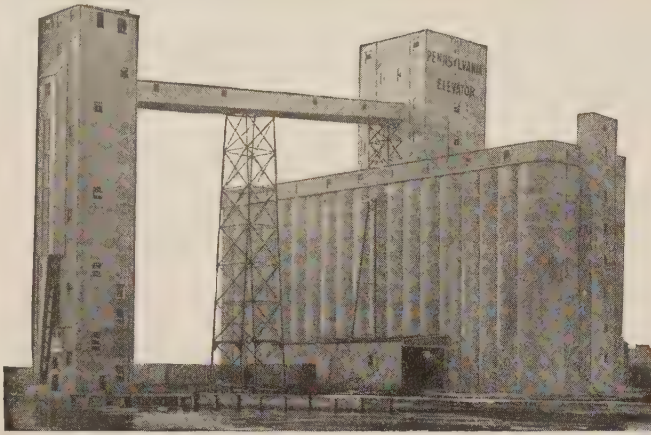
not only cleans, scours and conditions your grain, but permits you to keep your elevator free from dust. The fact that your grain can be worked before storing, with one elevation, and that the dust is not allowed to escape in your elevator, warrants your close investigation of this very efficient machine.

Write for descriptive literature

W. A. Petteys Elevator Machine Co.

2020 N. St.

LINCOLN, NEB.



Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

Folwell-Ahlskog Co.

332 N. Michigan Ave. Chicago, Ill.

Write us for Estimates and Proposals



The Most Modern Elevator in the World

This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with

Four Stewart Link-Belt Grain Car Unloaders

See them in operation and be convinced of their great saving in labor cost.

James Stewart & Co., Inc.

Designers and Builders

GRAIN ELEVATORS

In All Parts of the World

Grain Elevator Dept., W. R. Sinks, Manager
1210 Fisher Building, Chicago, Ill.

"We have built for many of your friends. Eventually we will build for you. Why not now?"

GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT

Port Arthur, Ontario

FOR

The Grain Growers' Grain Company, Limited.

The Saskatchewan Co-operative Elevator Co., Limited.

The James Richardson & Sons, Limited.

THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS
Offices: Fort William, Ont., Duluth, Minn
Minneapolis, Minn.

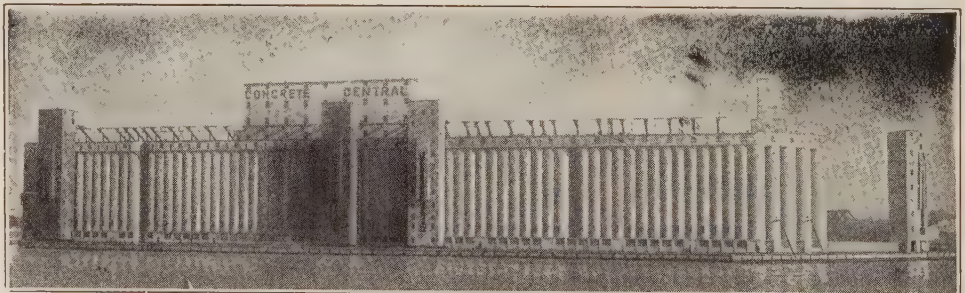


Monarch Built Elevators

assure you economical design, first class work, efficient operation.

SATISFACTION

Let us Submit Designs and Prices



Concrete Central Buffalo, 4,500,000 Bu.

One of the modern houses which has made a record for rapid and economical handling

MONARCH ENGINEERING CO.,

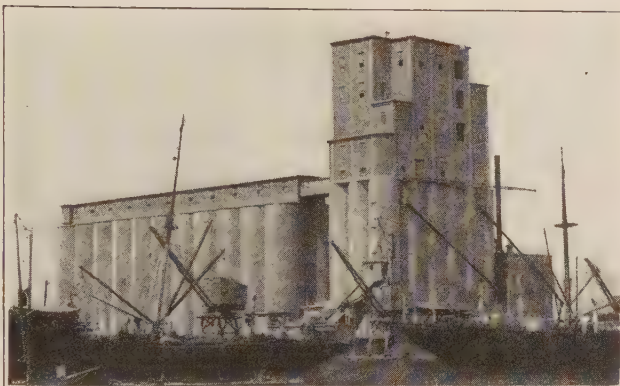
BUFFALO, N. Y.



New York State Barge Canal Terminal Elevator now under construction

\$148,345.00 saved by the State of New York in placing contract for this structure with us.
ADVANCED METHODS—INTENSIVELY DEVELOPED ORGANIZATION—MADE THIS POSSIBLE

FEGLES CONSTRUCTION COMPANY, Limited
Minneapolis, Minn. Fort William, Ontario



Buenos Aires Elevator Co.'s Terminal
Buenos Aires, Argentina

John S. Metcalf Co.

Grain Elevator Engineers

108 South La Salle St.
CHICAGO, ILL., U. S. A.

395 Collins Street
MELBOURNE, AUSTRALIA

54 St. Francois Xavier Street
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BUENOS AIRES

HORNER & WYATT

Designers of

Flour Mills and Grain Elevators,
Warehouses, Power Plants and
Industrial Buildings.

Preliminary Sketches and Estimates,
Valuations and Reports.

306 McMillen Bldg., Kansas City, Mo

L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS

Any Size or Capacity

523 Board of Trade Bldg., Indianapolis, Ind.

Statement of the Ownership, Management,
Circulation, Etc., Required by the Act
of Congress of August 24, 1912.

Of Grain Dealers Journal, published semi-
monthly, at Chicago, Ill., for April 1,
1922, State of Illinois, County of Cook, ss.

Before me, a notary public in and for
the State and county aforesaid, personally
appeared Charles S. Clark who, having
been duly sworn according to law, deposes
and says that he is the business manager
of the Grain Dealers Journal, and that the
following is, to the best of his knowledge
and belief, a true statement of the owner-
ship, management (and if a daily paper,
the circulation), etc., of the aforesaid pub-
lication for the date shown in the above
caption, required by the Act of August 24,
1912, embodied in section 443, Postal Laws
and Regulations, printed on the reverse of
this form, to wit:

1. That the names and addresses of the
publisher, editor, managing editor, and
business managers are:

Publisher, Grain Dealers Journal, In-
crptd., Chicago, Ill.

Editor, R. R. Rossing, Elmhurst, Ill.

Managing Editor, Charles S. Clark.

Business manager, Charles S. Clark, Chi-
cago, Ill.

2. That the owners are: (Give names
and addresses of individual owners, or, if
a corporation, give its name and the names
and addresses of stockholders owning or
holding 1 per cent or more of the total
amount of stock.):

Charles S. Clark, 309 South La Salle St.,
Chicago.

John Morrell, Oak Park, Ill.

3. That the known bondholders, mort-

"EXCEPTIONAL SERVICE"

Jones - Hettelsater Const. Co.

Designers and Builders of

GRAIN ELEVATORS and FLOUR MILLS

706 Mutual Bldg., Kansas City, Mo.

gages, and other security holders own-
ing or holding 1 per cent or more of total
amount of bonds, mortgages, or other se-
curities are (If there are none, so state):
None issued.

4. That the two paragraphs next above
giving the names of the owners, stock-
holders, and security holders, if any, con-
tain not only the list of stockholders and
security holders as they appear upon the
books of the company but also, in cases
where the stockholder or security holder
appears upon the books of the company
as trustee or in any other fiduciary rela-
tion, the name of the person or corpora-
tion for whom such trustee is acting, is
given; also that the said two paragraphs
contain statements embracing affiant's
full knowledge and belief as to the cir-
cumstances and conditions under which
stockholders and security holders who do
not appear upon the books of the company
as trustees, hold stock and securities in
a capacity other than that of a bona fide
owner; and this affiant has no reason to
believe that any other persons, association,
or corporation has any interest direct or
indirect in the said stock, bonds, or other
securities than as so stated by him.

5. That the average number of copies
of each issue of this publication sold or
distributed, through the mails or other-
wise, to paid subscribers during the six
months preceding the date shown above
is (This information is required
from daily publications only.)

CHARLES S. CLARK.

(Signature of business manager.)

Sworn to and subscribed before me this
29th day of March, 1922.

JOHN A. AITKINS,

(SEAL)

Notary Public.

(My commission expires Nov. 29, 1924.)

10,000 SHIPPERS
Are now using

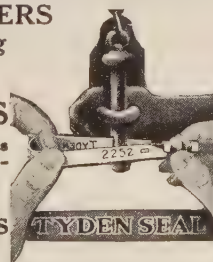
TYDEN
CAR SEALS

Bearing shipper's
name and consecu-
tive numbers.

Prevent

CLAIM LOSSES

Write for samples
and prices



INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President

617 Railway Exchange Bldg., Chicago, Ill.

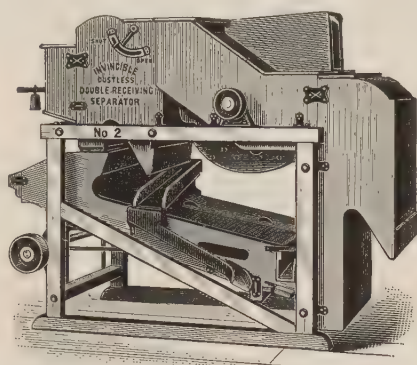
To BUY or SELL
RENT or LEASE
an ELEVATOR

Place an adv. in the "W-nted" or "For Sale"
columns of the GRAIN DEALERS JOURNAL
of Chicago. It will bring you quick returns

CONTENTMENT—Plus

That is an experience users of Invincible Separators enjoy.

It is human nature to hate to admit having made a mistake. Ask the operator of any number of makes of separators on the market. He will say his machine is all right—but—



An INVINCIBLE user never has to Qualify his answer with excuses for mechanical shortcomings. No, never.

Take special note of his praise of its efficiency.

He is Contented—PLUS. Join him.

THE INVINCIBLE GRAIN CLEANER CO.

SILVER CREEK, N. Y.

Representatives:

F. J. Murphy, 211 Postal Bldg., Kansas City, Mo.
H. C. Purvine, 111 East 5th St., Bristol, Tenn.
Bert Eesley, P. O. Box 363, Fremont, Ohio
C. L. Hogle, 30 S. Arlington St., Indianapolis, Ind.

C. Wilkinson, 6027 Chestnut St., Philadelphia, Pa.
F. H. Morley, Webster Bldg., Chicago, Ill.
Strong-Scott Mfg. Company, Minneapolis, Minn.
Berger & Carter, 17th & Mississippi Sts., San Francisco, Calif.
Grain Cleaners Limited, 75 Mark Lane, London, Eng.

St. Marys Oil Engine Co.

ST. CHARLES, MISSOURI

Manufacturers of Deisel Oil Engines for Mills and Elevators

KIMBALL ELEVATORS & MANLIFTS

Passenger or Freight
For Grain Elevators & Mills
Electric or Hand Power
Complete Line

KIMBALL BROS. CO.
1129 Ninth Street
COUNCIL BLUFFS, IOWA

Branches: 202 Scott Thompson Bldg., Oklahoma City,
610 Delaware St., Kansas City, Mo.



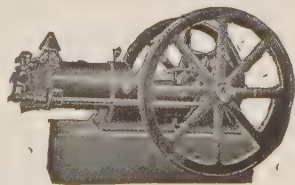
OTTO ENGINES

Have proved their superior qualities through years of reliable and economical service. Designed with a view to easy and inexpensive repair or replacement of parts. Cylinder, water jacket and head cast separate, easily and quickly replaced in case of damage by frost, which leaves the inner cylinder intact.

Economy kerosene carburetors for "Otto" engines manufactured and furnished from stock.

If you are interested in stationary engines—gas, gasoline, or kerosene—you need the Otto catalogue. Drop us a postal for your copy.
Models up to 50 H. P. in stock.

Otto Engine Manufacturing Co.
3219 Walnut Street, Philadelphia, Pa.
15-17 S. Clinton St., Chicago, Ill.



WHEN EVERY AGENCY FOR
SAFETY OPERATION SAYS
"DO AWAY WITH DUST"
IT'S TIME THAT YOU LISTENED TO REASON—



The hundreds of thousands of dollars lost through dust explosions would equip every elevator in the country.

Don't be the next on the "Blow up list," but for the protection of the money invested in your business investigate our product.

The New "1905" Cyclone Dust Collector

THE FACTS ARE MIGHTY
INTERESTING

The Knickerbocker Co.
JACKSON, MICH.

CONE-SHAPE GRINDERS

It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. W. Watt, Jacobsville, O.

10 sizes; 2 to 25 H. P. Write for free catalogue.

N. P. BOWSHER CO., SOUTH BEND, IND.



ADVERTISE NOW

among your trade by using our leather specialties, which create Friendships and Good Will.

Appropriate for Conventions, Banquets, Souvenirs, etc.

Pocket-books, Bill-folds, Memo Cases, Key Cases, etc.

Let us quote prices by mail.

The Beach Leather Co.
Coshocton, Ohio
— 28 Years Experience —

Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the \$2.00 in your pocket.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

WESTERN IOWA—Three elevators and loading station; fine territory; no competition. Address 48F12, Grain Dealers Journal, Chicago.

WESTERN KANSAS elevator, 6,000 bu. capacity, built last spring. Priced cheap for cash sale. Address Davis Grain Co., Satanta, Kansas.

FOR SALE—A No. 1 elevator at a bargain if taken at once. Track scales. Doing a good coal and feed business. Address 48F1, Grain Dealers Journal, Chicago, Ill.

SO. DAKOTA grain elevator, fully equipped, 25,000 bushels, wagon dump and hopper scales, gas engine, coal sheds; price \$2,000. C. J. Ward 514 Ashton Boul., Rockford, Ill.

IOWA—One of the best grain elevators in North Central Iowa for sale; modern equipment, first class condition, and priced to sell. Address 48H12, Grain Dealers Journal, Chicago.

E. CENT. INDIANA grain elevator for sale. This elevator is new and in good condition. Capacity 12,000 bu. On a good railroad and in good country. Address Lock Box 56, Waveland, Ind.

CENT. ILLINOIS elevator for sale, consisting of 15,000 bu. house, electric power, coal shed, office and wagon scales, all on my own ground. Will sell reasonable if taken at once. Address 48E6, Grain Dealers Journal, Chicago.

MISSOURI—15,000 bu. elevator for sale on Wabash R. R., in good territory; electrically operated; only elevator here; carry all side lines; doing good business. Want to retire. Address 47X16, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator 6,000 bu. capacity, located in good wheat belt on C. M. & St. P. R. R. near K. C.; also good feed business in connection. Priced right. Good reasons for selling. Address 48F11, Grain Dealers Journal, Chicago.

MALT HOUSE & ELEVATORS near Milwaukee for sale; capacity 250,000 bushels; Galland and Henning Drum system; good railroad facilities. Can be used for other purposes. Address 48H7, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE—If you do not find the elevator you want advertised, place your wants in the "ELEVATORS WANTED" section and you will receive full particulars regarding many desirable properties not yet advertised.

WISCONSIN—Splendid Business Opportunity—Elevator, grain, flour and feed business for sale. Very large territory, retail and wholesale; city of 5,000; large farming community; 2 railroads. Get particulars at once. Address 48H1, Grain Dealers Journal, Chicago.

FOR SALE AT A BARGAIN—CONCRETE and brick elevator and malt house, 150,000 bu. storage capacity, suitable for drying, cleaning and general storage of grain, manufacture of flour, feed or cereal products; transit rates; terms. Write A. J. Pick, West Bend, Wis.

CENTRAL IOWA—Six elevators on Chicago. Great Western R. R., handling grain, feed and coal; all modern equipment and in first class condition. The opportunity of a lifetime to purchase an old established and money-making business. Address 48D14, Grain Dealers Journal, Chicago, Ill.

OHIO'S BEST AND CLEANEST ELEVATOR. One of the best grain points in the state. Will sell at less than cost of replacement today. 25,000 bushel capacity, steam power. One other elevator in town. Will handle around 150,000 bushels annually. Good side line business. Good, modern town, 3000 population. For further particulars write Box 459, Hicksville, Ohio.

ELEVATORS FOR SALE.

AN ILLINOIS elevator company running a 3 line ad in one issue says: "We had 25 applications from that ad. Thank you."

NORTHEASTERN OKLAHOMA elevator for sale, at small station; good crops, fine location. Address 48G12, Grain Dealers Journal, Chicago.

ILLINOIS elevator at good grain point for sale; also flour and feed business in connection. For price and information address 48G17, Grain Dealers Journal, Chicago, Ill.

INDIANA—15,000 bu. cribbed elevator, iron clad, on private ground in southern county seat. Good grain, flour and feed business. Address 48C23, Grain Dealers Journal, Chicago.

CENTRAL ILLINOIS elevator, in great ear corn district. Direct eastern and river billing. Equipped with sheller, cleaner, gravity loader, hopper scales, Fairbanks type registering wagon scales. Capacity 25,000 bu. ear corn, 60,000 bu. oats. Steam power. Station handles 400,000 bu. grain. One competitor. Coal sheds, warehouse. Address 48H16, Grain Dealers Journal, Chicago, Ill.

EASTERN KANSAS 6,000 bu. elevator, 6-room residence, garage, hen house, cow barn, 3 hog houses, all on 3 acres private ground. Sale price \$9,000.00. Doing good business in grain and side lines. Would run business for purchaser for 1/3 net profit or salary, or will give possession when desired. Need money or would not sell. Address 48G18, Grain Dealers Journal, Chicago, Ill.

A REAL ELEVATOR BARGAIN IN EASTERN COLORADO—14,000 bushel capacity iron clad elevator, at Arriba, Colorado, in the heart of the wheat belt of Eastern Colorado. 100 miles east of Denver on the C. R. I. & P. Ry. Also iron clad ware-room with full size basement, and 2 frame coal houses. This elevator is doing an excellent grain, feed, coal and flour business. Only one other elevator in town. This is worth looking after. Only those who mean business need answer.

The Arriba Equity Mercantile Co.,
Arriba, Colorado.

KANSAS—The following elevators, all located at good grain points, are offered for quick sale:

City.	Capacity.
Cuba	10,000
Brewer	3,000
Bolton	7,000
Clifton	50,000
Climax	15,000
De Soto	8,000
Dwight (concrete)	12,000
Elk Falls	1,500
Home City	12,000
Homewood	14,000
Jefferson	6,000
Lebo	25,000
Lindsey	10,000
Melvern	12,000
Minneapolis	10,000
Princeton	14,000
Quenemo	10,000
Sedgwick	20,000
Troy	10,000
Westphalia	2,500
Wilsey	10,000
Mound City (concrete)	14,000
Halls Summit (concrete)	10,000
Thayer (concrete)	10,000
Larned Terminal (concrete)	200,000
Quinter (concrete)	100,000

The last 4 are unfinished.

MILLS

Morganville—3 elevators, 80,000 cap.; 150 bbls.

Kingman—elevator, 30,000 cap.; 200 bbls.

For further information address

J. N. Dolley, Receiver,
Associated Mill & Elevator Company,
1010 New York Life Building,
Kansas City, Missouri.

ELEVATORS FOR SALE.

NO. CENTRAL INDIANA elevator of 25,000 bu. capacity for sale; located on P. C. C. & St. L., in good corn and oats belt. Address 48G5, Grain Dealers Journal, Chicago.

CENTRAL KANSAS—Elevator equipped with modern corn meal and feed grinding machinery, located in a splendid wheat belt. This property is a money maker for any one who can give it his personal attention, but cannot be handled conveniently by the present owner, who is a non-resident. The elevator and mill stands on private property on a railroad spur, and is for sale at a very low price. Address 48G13, Grain Dealers Journal, Chicago.

NOTICE.

On the 3rd day of May, 1922, at Cornell, Iowa, the undersigned will sell (subject to the approval of the Court) all the property and business of the Farmers Cooperative Company of Cornell, Iowa, consisting of grain elevator, lumber sheds, coal sheds, feed house, lumber, hardware stock and all furniture and fixtures, to the highest responsible bidder.

Open bids will be received at 2:00 p. m. on day of sale, and parties wishing to submit sealed bids can send same to Fred Diercks, cashier of the First National Bank, Sioux Rapids, Iowa. All bids must be accompanied by a certified check for \$3,000.00.

Terms will be given on day of sale, or may be received by applying to the undersigned at Greenville, Iowa.

F. R. Barglof, Assignee.

ELEVATOR FOR SALE OR RENT.

MINNESOTA elevator of 25,000 bushels capacity for sale or rent. Located on C. M. & St. P. Ry. Coal and feed business in connection. Address J. J. Dobie, Mapleton, Minn.

FOR SALE OR EXCHANGE.

HAVE four modern elevators in irrigated district of Wyoming. Will sell or trade for elevators in Central Nebraska. Address Box 597, Cheyenne, Wyo.

OPPORTUNITY

—for grain elevator company interested in additional elevator facilities in Chicago.

—or for grain man with capital and ability desirous of engaging in shipping business in Chicago.

CHICAGO GRAIN ELEVATOR

—available for term lease at reasonable rental or suitable operating arrangement with owners. Replies confidential.

Address "Owners-48 H 11"

Grain Dealers Journal
309 So. La Salle St. Chicago, Ill.

ELEVATOR & MILL FOR SALE.

FINEST 600 bbl. country flour mill and elevator for sale; in active operation; splendid trade; prime locality; transit both ways, to and from terminal; excellent reputation; electric power; city lighting additional revenue. Write or wire A. H. P., 151 Chamber of Commerce, Minneapolis, Minn.

MILL FOR SALE.

MODERN 100-BARREL MILL for sale; large territory, Rocky Mountain section; plenty of wheat. Feed mill in connection. Cheap power. Address 48B4, Grain Dealers Journal, Chicago.

ELEVATORS WANTED

WILL TRADE half section eastern Colorado land for an elevator. Box 37, Oxford, Neb.

WILL TRADE 200 acre farm in Moultrie Co., Ill., for good elevator. C. M. Campbell, Bement, Ill.

WANTED—Elevators at good grain points; will take side lines also. Address E. W. Davis, 513 N. Seminary st., Galesburg, Ill.

AT GOOD POINT in Northern Indiana or Northwestern Ohio. State in full all details such as condition of buildings, equipment, distance of competition, other local competition, amount and kind of business handled in normal year and all other details. Would consider large retail coal and feed business in the location mentioned. G. Wolff & Sons, Hamilton, Ind.

ELEVATOR BROKERS.

JOHN A RICE **ELMER N. SMITH**
Elevator Brokers, Frankfort, Indiana.

ELEVATORS AND FLOUR MILLS

Bought and Sold
Paul Plotz & Co.
70 W. Monroe St., Chicago, Ill.

ALWAYS HAVE ELEVATORS For Sale in the Grain Belt of Illinois and Eastern Indiana. If you are in the market write me fully and I will try to satisfy you.

JAMES M. MAGUIRE,
432 Postal Tel. Bldg., Chicago, Ill.

CLAYBAUGH-McCOMAS**Offices**

Frankfort, Ind. Indianapolis, Ind
223 B. of T. Bldg. 601 Board of Trade
If you want to buy, sell or trade an elevator write us at either address.

PARTNER WANTED.

ONE-HALF INTEREST for sale in one of the best grain and lumber concerns in the state, in a small town. C. F. Hurburgh, Galesburg, Ill.

EVERY ADVERTISER who has once used our columns invariably finds our pages then and at a later date of service.

TO TAKE one-third interest in established grain and coal business. Two good elevators doing big business in grain and side lines. Prefer man who can assist in management of the business or handle books. Answer if you have \$10,000 to invest. Address 48F22, Grain Dealers Journal, Chicago, Ill.

MACHINES FOR SALE.

BOSS CAR LOADER for sale; one No. 8. Address A. H. Richner, Crawfordsville, Ind.

WRITE ME for prices on used Midgets. All kinds new and used mill and elevator machinery. H. C. Davis, Bonner Springs, Kansas.

SEPARATOR—Howes Eureka Dustless, No. 196; used only 2 years and in perfect order. Price \$100.00. A. Walton, Columbia, Va.

WANTED to put your idle capital to work. That rusty machine over there in the corner is of intrinsic value to some member of the grain trade. You can make a sale or a trade if you use these columns.

DURABLE WIRE ROPE for sale, for car shovels; cast or plow steel. Manila rope, buckets and everything in elevator supplies.

PULLEYS—1,000—for sale. ALL sizes, solid cast iron, wood and steel split. Standard Mill Supply Co., Kansas City, Mo.

CRACKED CORN AND MEAL MACHINES—We are building the most complete self-contained cracked corn machines in one and two reductions and cracked corn and meal machines in three reductions that produce results equal to any plant of an equal number of reductions and at a price within reach of all. Use one of the cracked corn machines ahead of your present meal equipment and increase the quality 25%. G. H. Haines, Spring Valley, Ohio.

REAL BARGAINS.

Prompt Attention. **Quick Shipments.** When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses, stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,
9 S. Clinton St. Chicago, Ill.

STEAM ENGINES, BOILERS.**BARGAIN FOR QUICK SALE.**

One 65 h. p. Center Crank Steam Engine with 80 h. p. High Pressure Boiler (new). Also Double Cylinder Snow Pump and all pipe connections, in first class condition. Write Farmers Union Co-op. Ass'n, Maple Hill, Kansas.

BUSINESS OPPORTUNITIES.

FOR EXCHANGE—Fine quarter Brookings, So. Dak. land. What have you?
Geo. O. Strom, Sac City, Iowa.

ANSWERS—When the first ring of the door bell is not answered, don't conclude that the folks are not at home.

EWEN, MICHIGAN—We are anxious to have a good company locate here and build a warehouse to buy up farm products. This is a growing farming community and a good company would make a success. Harry Hankin, Ewen Development Ass'n.

A REAL BARGAIN—Two complete grain elevators and feed mixing plants, molasses feed units, chicken feed units, hay grinding plant, chop mills, oat crimpers, etc., for sale. Will sell on easy terms. Plants located in best grain centers in the South. For particulars write to Kaucher, Hodges & Co., Memphis, Tenn.

SCALES FOR SALE.

WAGON scales, also **KLINGLER** Automatic. Address Box 106, Sioux Falls, S. D.

FAIRBANKS Hopper Scale for sale; 40,000 lbs. capacity. Oxford Farmers Exch., Oxford, Nebraska.

CHEAP FOR QUICK SALE—Fairbanks Registering Beam 100 ton R. R. scale, in good condition. Conover Grain Co., Conover, Ohio.

FAIRBANKS 50 ft., 5 section, 100 ton track scale for sale; nearly new. For further particulars write Wayne Grain Co., 630 Globe Bldg., St. Paul, Minn.

DYNAMOS—MOTORS.

DYNAMOS AND MOTORS WANTED—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal,—the medium for power bargains.

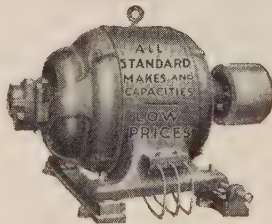
WE OFFER the following used motors for sale. They are in good condition and carry our standard guarantee.

- 1 25 h.p., 220 V., D. C., 650 r.p.m.
- 1 35 h.p., 220 V., D. C., 650 r.p.m.
- 1 25 h.p., 220/440 V., A. C., 1200 r.p.m.
- 1 100 h.p., 220/440 V., A. C., 650 r.p.m.

Let us know your wants, as we buy, sell and repair all makes of motors.

Pierson-Wilcox Electric Co.
223 So. Sixth Street, Minneapolis, Minn.

**Guaranteed
Rebuilt**



**Motors
New**

Buy Direct From America's Leading Motor Merchandisers

Make real substantial savings on nationally known standard electrical equipment. Select from our vast stock including everything from tiny buffing motors to mammoth heavy duty factory motors. Let us solve your engineering problems, save you money and supply you with equipment of unsurpassed quality.

WHAT WE SELL

Alternating current motors.
Direct current motors.
Generators—meters.
Control apparatus—Motor pulleys.
Rotary converters.
Frequency changers.
Motor generator sets.
Transformers—Switchboards.
Engine generator sets.

WHAT YOU GET

Benefit of 20 years' experience.
Motors of established reputation.
Full year's guarantee.
Engineering problems solved without cost.
Lower prices.
Money-back guarantee.
Immediate shipment.
Stock available for exchanges.

Electrical Equipment Bought, Repaired or Exchanged

THE FUERST-FRIEDMAN COMPANY
1265 West Third Street Cleveland, Ohio

FUERST-FRIEDMAN
Electrical Equipment
"Reliability Built In"

**Midget Marvel Mills
FOR SALE**

Used twenty-five and fifty barrel Midget Mills with Engines, Cleaning Machinery, Packers, Bleachers, Elevator Legs.

All kinds of used Corn Mill Machinery, Feed Grinders, Wagon Scales, in fact everything in the Mill and Elevator Machinery line, in stock at Oklahoma City, at attractive prices and terms.

W. L. HUTCHESON
510 Grain Exchange Bldg.,
Oklahoma City, Oklahoma

HELP WANTED.

AN ALL AROUND ELEVATOR MAN with a will to work to his employer's interest, who knows elevator machinery thoroughly, including steam and gasoline power, who has the intelligence and initiative to install improvements, can secure permanent employment with an Illinois grain firm. State salary wanted. Address 48H15, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

WANTED for the coming season—Position as grain buyer or manager in country elevator. Good references and experience. Box 17, Tate, Sask., Canada.

MILLER wants position any time from June 1st to August 1st; 15 years' experience; can give best reference. Address 48G9, Grain Dealers Journal, Chicago, Ill.

MANAGER with 10 years' experience in grain, lumber, coal and hardware desires position with Farmers Elevator. Address 48H17, Grain Dealers Journal, Chicago, Ill.

POSITION wanted as manager of elevator; 10 years' experience; can furnish A1 reference; will come on 1 month's trial. Address 48F4, Grain Dealers Journal, Chicago, Ill.

AS MANAGER OR SECOND MAN in first class line or other elevator; experienced; worked 10 years for one man. Good references. Address 48H10, Grain Dealers Journal, Chicago.

POSITION WANTED in grain or brokerage office, by young man aged twenty; 3 years' experience in brokerage office and on road for Chicago grain firm. A1 references. Address 48G3, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as elevator repair foreman; 12 years' experience; can handle any kind of repairing or painting, installation of scales, engines, machinery; married. Best of references. Address L. Box 107, Frazee, Minn.

I HAVE had a broad experience in the grain business. Operated a country station for 10 years and made it show a nice profit, and have had 5 years' experience in terminal markets. If you want a man to manage your elevator and make you money, write me and I will talk it over with you. Best references. Address 48F17, Grain Dealers Journal, Chicago, Ill.

OFFICE APPLIANCES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

WOOL WANTED.

ELEVATOR OPERATORS who have wool to ship will find it to their advantage to tell the 6700 regular readers what they have to offer. An advertisement in this column will cost you but 25c per type line per insertion.

BAGS—BAGGING—BURLAP.

THE SMALL EXPENSE incurred through the placing of an advertisement in the Grain Dealers Journal is more than compensated for by the results obtained.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

BARGAIN SALE ON SHELF-WORN BOOKS.

These books are slightly soiled and shelf worn. To clear out these books promptly we are offering them at greatly reduced prices.

One No. 4, Grain Storage Receipts. This book contains 47 blanks for storing grain and 47 stubs for recording the amount stored. Order Form 04. Price 35 cents.

One No. 88, Certificate of Weight. This book contains 75 certificates of weight in duplicate, to be filled out and sent with bill of lading, or along with claim for loss. Book is worn. Order Form 888. Price 50 cents.

One No. 10DC, Duplicating Contract Book, containing 76 contracts in duplicate, printed on bond paper and bound in heavy pressboard. Had been used as sample and covers are soiled. Order Form 100DC. Price 60 cents.

Three No. 411A—Railroad Claim Blanks. for Loss of Weight in Trans't. These books contain 100 blanks in duplicate, with 4 sheets of carbon paper bound in back. Corners of each book slightly bent. Order Form 4112-A. Price each \$1.50.

Two Grain Shipper and the Law, a book of decisions of the State, Supreme and Federal Courts, covering shipper's contracts and his relations with the carrier. Soiled from being used as sample. Order Form Grain Shipper S. W. Price \$1.00 each.

Two No. 7AW, Affidavit of Weight Blanks. This form is made up in books of 50 blanks. Each blank contains the necessary information to make affidavit of weight of grain loaded into car, and has space at bottom for notary's seal. Order Form 77AW. Price 50 cents each.

Two Universal Grain Codes, shelf worn from being used as samples. They are slightly soiled. Leather bound, containing 13,745 code words as well as the latest supplement for U. S. Standards for wheat, corn and oats. Order "Bargain Universal." Price while they last, \$2.00 per copy.

One No. 97-5, C. N. D. Quotation Book, for recording the hourly quotations of the market. Has spaces on each page for a week's prices on wheat, corn, oats, rye and barley. 60 pages to book, over a year's supply. Soiled from being used as sample. Order Form 97-55. Price 70 cents.

Five Clark's Decimal Grain Values. Contains four sets of tables: corn, rye and flaxseed values, 56 lbs.; wheat, clover and pea values, 60 lbs.; barley and buckwheat values, 48 lbs.; oats values, 32 lbs. Book contains 96 pages, printed on 80-lb. book paper, bound in art canvas. Binding slightly soiled. Order 35 Bargain. Price \$3.50 each.

Three No. 6CB, Purchase and Sale Confirmation Blanks. These books contain 50 confirmation blanks in triplicate and three sheets of dual faced carbon. Fill in all particulars of your agreement, send two copies of it to the other party. He signs and returns one and keeps the other, thus having a perfect understanding regarding the deal. These books are shelf worn from being used as samples. Order Form 06CB. Price 50 cents each.

All prices are f. o. b. Chicago and good while supply lasts.

GRAIN DEALERS JOURNAL,
305 So. LaSalle St., Chicago, Ill.

Field and Grass Seed Trade Directory

ARNHEM, HOLLAND.

Wm. E. Busgers & Co., European fancy natural gr. eds.

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale seed merchants.

BUFFALO, N. Y.

Stanford Seed Co., Inc., The, wholesale field seeds.

Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.

Illinois Seed Co., The, grass and field seeds.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CONCORDIA, KANS.

Bowman Bros. Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Ouren Seed Co., wholesale seeds and grain.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

Crawfordsville Seed Co., seed merchants.

ELKHART, KANS.

Muncy & Carson, grain and seeds.

KANSAS CITY, MO.

Peppard Seed Co., J. G., wholesale seeds.

Tobin Seed Co., alfalfa—bluegrass.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain and field seeds.

Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

North American Seed Co., wholesale grass & field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The, Albert, seeds.

NEW YORK, N. Y.

Julius Loewith, Inc., grass and field seeds.

Naugesser-Dickinson Seed Co., wholesale seed merchants.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

ST. LOUIS, MO.

Agricultural Seed Co., cow peas.

Manglesdorf, Ed. F. & Bro., wholesale field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

SIOUX FALLS, S. D.

North Western Seed Co., wholesale field seeds.

TOLEDO, OHIO.

Churchill Grain & Seed Co., field seed, popcorn.

Flower Co., The S. W., seed merchants.

Hirsch, Henry, wholesale field seed.

Toledo Field Seed Co., The, clover, timothy.

KEEP POSTED

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the Grain Dealers Journal on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

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SEEDS FOR SALE—WANTED

SEEDS FOR SALE—WANTED

SEED CORN grown from disease-free seed. Only \$2.45 per bushel.
E. G. Lewis Seed Co.,
Media, Illinois.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

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Headquarters for SUNFLOWER Seed in carload lots and less than carload lots, spot or future delivery.

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FIELD SEED
MERCHANTS
SPECIALTIES
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TOLEDO
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Council Bluffs Seed Co.

SEED CORN—NOTHING ELSE
Standard Iowa and Nebraska
Varieties. Ensilage
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Agricultural Seed Company

Representing 57 Years'
Continuous Seed Service
Main and O'Fallon Sts. ST. LOUIS, MO.

THE
ILLINOIS SEED CO.

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WE BUY AND SELL

Field Seeds

Ask for Prices
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SEED CO.Milwaukee,
WisconsinClover, Timothy, Grass Seed
Grain Bags

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited Send us your samples
TOLEDO, OHIO

HAY WANTED.



BETTER
SEEDS
BETTER
CROPS



IN considering the purchase of a Cleaner you are sure to ask yourself Will It Pay?

You can be assured that it **will pay** if you buy a "Standard" which is equipped with our Patented Blast Regulator, Automatic Traveling Brushes and Force Feed Hopper all of which result in making them the efficient machines they are recognized to be by any number of satisfied users.

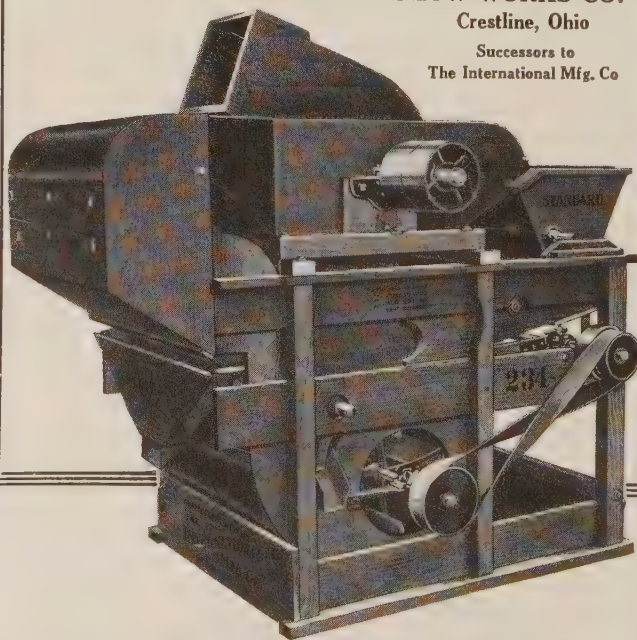
Our line comprises machines suitable for cleaning any kind of grain or seed.

Write for our latest catalogue of twenty-four different styles with prices.

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Crestline, Ohio

Successors to
The International Mfg. Co



By mentioning the Grain Dealers Journal of Chicago when writing its advertisers you help it to more efficient work in improving grain trade conditions.

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HENRY HIRSCH
WHOLESALE FIELD SEEDS
CLOVER—ALSIKE—TIMOTHY—ALFALFA
Our Specialty
All Other Field Seeds
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GRASS and CLOVER SEED
Buyers and Sellers of Timothy, Red Clover, Alsike, Alfalfa, White Clover, etc.
NUNGESSER-DICKINSON SEED CO.
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We are now prepared to accept orders for both
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WHOLESALE GRASS & FIELD SEEDS
Milwaukee, Wisc.
"THE HOUSE OF QUALITY"

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Imported
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If you want regular country shippers to become familiar with your firm name, place your "ad" here.

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BUFFALO, N. Y.
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The Stanford Seed Company, Inc.
Wholesale Field Seeds .. BUFFALO, N. Y.

LOUISVILLE SEED COMPANY
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Headquarters for
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
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The Mangelsdorf Seed Co.
Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.
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The J. M. McCullough's Sons Co.
BUYERS—SELLERS
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OUREN SEED CO.
Council Bluffs, Iowa
Buy and Sell Red, White and Alsike
Clovers, White and Yellow Blossom
Sweet Clover, Alfalfa, Red Top, Blue
Grass and all Seed Grains

RUDY PATRICK SEED CO.
BUYERS AND SELLERS
Alfalfa, Sweet Clover, Red Clover
Timothy, Sudan, Millet and Cane
KANSAS CITY, MO.



CRAWFORDSVILLE SEED CO.
FIELD SEEDS
CRAWFORDSVILLE, INDIANA

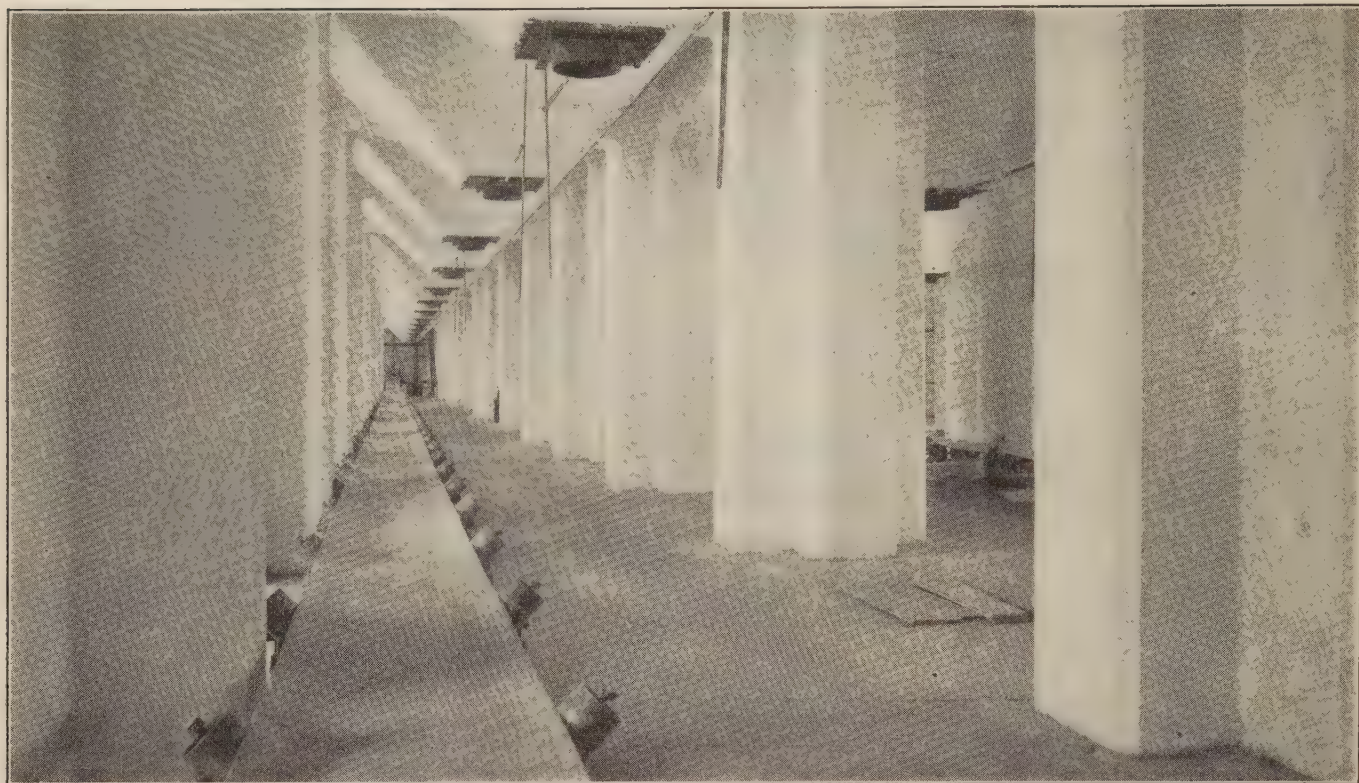
SEED

We Buy and Sell all Varieties of Grass and Field Seeds

The Albert Dickinson Co.
MINNEAPOLIS CHICAGO

SEEDS

Any And Every Kind
Carload and Less
THE NEBRASKA SEED COMPANY, OMAHA, NEB.



In Damp Tunnels Below Storage Bins

A superintendent in Baltimore (one of the biggest terminals there) told us he had to scrap all his tunnel belts in less than a year. Why?

Dampness! Alternate moisture and drying will try out the calibre of any belt.

Recognizing that such conditions call for a real belt Goodrich engineers five years ago brought out

"CARIGRAIN" which not only is moisture proof but has aging qualities in it which give it a life, even under these conditions, of years or even decades.

"CARIGRAIN" has been specified by the most reputable builders because they know its performance will be in keeping with the reputation they desire from the houses they build.

THE B. F. GOODRICH RUBBER COMPANY

Akron, Ohio

Goodrich

"Carigrain" BELTS

GRAIN DEALERS' JOURNAL

309 South LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.25; to Canada and Mexico, prepaid, \$2.75.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, APRIL 25, 1922

LEST we forget: *Grain Dust is dangerous!*

NOW is the time for all good elevator operators to come to the improvement of their plants.

BOX CARS may be easy to obtain this season, but many of them will need rebuilding before they will be fit for transporting grain.

HOW DO YOU LIKE the new wheat grades? Do not hesitate to put your convictions on paper and let us have them for print.

THE COURTS have just about put the U. S. Railroad Labor Board out of business. When they do scrap this relic of McAdoo and the war, wages may take a tumble and freight rates get down to a normal basis.

FARMERS in the greater part of the middle west are convinced the submarine is an instrument that is practically indispensable. They could use a few of them right now for oats planting and other field work.

BILLS of LADING are so frequently forged by men who are in straitened circumstances, the railroads and banks and the grain receivers owe it to themselves to use every influence to bring about greater protection to blank S/O Bs/L. If all forms of this class were kept under lock and key by the station agent, numbered serially for each station, dated with a station dating stamp, and signed only in ink, the forgers would experience so much difficulty in preying upon the unsuspecting, that they would seldom attempt to use bills of lading as a means to swindle the grain receivers or banks.

THE bureaucrat at Washington is only the least competent of the dry goods box statesmen at Simpson's Corners raised to a position of authority by accident or chance. At Washington he can enforce his fool theories. At Simpson's Corners he only talked.

EVERY shipper to Missouri terminals is protesting against the exorbitant fees charged by the Missouri warehouse Commission for grading and weighing grain and still the state government is slow to act. If you think one dollar is too much tell Governor Hyde.

DOCKAGE, dock and discount are not synonymous. "Dockage" refers to foreign matter contained within grain; "dock" means to deduct a given quantity from the weight to compensate for foreign material (dockage); "discount" is a deduction from the price per bushel.

WOULD YOU BELIEVE IT? The members of the U. S. Senate finally gave in to the free seed distributors of the House and passed the agricultural appropriation bill with the provision for \$360,000 for the annual distribution of worthless trash. If you didn't get yours, call down all your representatives in Congress.

JUDGING from the convictions of a Californian correspondent in this number, handling grain in sacks is doomed, but the San Francisco trade is still anxious to have barley handled in bags. The loss of grain due to leaky bags is so large that those shippers who attempt to keep close track of their property, soon recognize that the bag is the most expensive way of marketing grain.

MARKETING GRAIN in "an orderly manner" has become such a hobby with some of the loud-mouthed agitators who formerly drew down a handsome salary to sell memberships in the U. S. G. G. that they keep right on talking. Some of these days real dirt farmers will make up their minds that they will market their grain whenever it suits their needs and convenience, regardless of what the agitators say.

STATE TAXES on interstate commerce will be forbidden if the U. S. Chamber of Commerce succeeds in securing the legislation desired. It seems that one of our eastern states is seeking to raise revenue from the consumers of anthracite coal by placing a tax on all anthracite shipped outside the state. That comes pretty close to an attempt to regulate interstate commerce and would seem to be beyond the power of the state.

EVERYBODY has laughed at the story of the ignorance of the negro who lost a second finger in the buzz saw as he demonstrated to the foreman the circumstances of the accident that cost the first finger. But, was the negro more ignorant than the employe who, daily in this, that or the other part of the country, is injured or killed as he does something that he knows to be dangerous in the extreme? If we Americans do not cultivate a little more regard for life and property, thereby bringing about a reduction in the number of accidents and fires, we will shortly be forced to recognize that our vaunted intelligence exists only in our boastful minds.

THAT was an apt phrase which Pres. Davis used in his address to the Des Moines convention of the Western Grain Dealers' Assn, reported in full elsewhere in this number of the Journal, for surely the vehicle of business will accomplish the journey much more satisfactorily if its control is left in the hands of experienced men—with "less departmental driving from the rear seat."

GRAIN RECEIVERS would command a higher regard among country shippers if they would make more of an effort to enlighten shippers regarding the details of the services the receiver actually performs. Too little time or thought is given to the discussion of the difficulties encountered and the labors of the receiver in his efforts to promote the interests of the shipper. A better understanding would surely promote more friendly relations.

CARS LADEN with grain when wrecked, repaired or transferred in transit should have the essential facts registered where the parties interested could easily and promptly learn of what had taken place. Too often shippers learn long after the accident has occurred that the grain they intended to apply on a certain contract would not be deliverable. Posting of information regarding misrouting or damaged shipments should be made in a way that the shippers would be sure to learn of it and take steps to protect themselves against a rising market.

FIRE INSURANCE experts who study causes of grain elevator fires are so thoroughly convinced that the lightning rod affords an excellent protection for the grain elevator, the wonder is that elevator owners can withstand the tempting reduction in rates as well as the complimentary indorsement of the fire insurance underwriter. Every grain elevator owner is anxious to protect his property against the known hazards and judging from the convictions of the fire insurance underwriters all would be money ahead if they would protect their elevators against lightning.

COUNTY AGENTS are meeting with so much opposition that it is barely possible they will be content to confine their labor to improving agriculture. They have indulged in much talk on the finances of the country and the economical purchasing of farm supplies. Their talk does not seem to have brought any beneficial results to anyone. Everyone seems willing and anxious to help the farmer to better production, but it was never intended to interest him in business ventures that would interfere with his farm work. Evidently the county agents have not recognized their real opportunity.

STEEL TANKS are given two discouraging slaps in this number. The illustration of the fire at Hutchinson, Kans., where the entire contents of the steel tank next to the wood elevator were destroyed, is a forceful testimonial to the fire protection said to be afforded by steel storage tanks. Had a tile wall been erected between the wood house and the steel tank its contents would not have been damaged by the fire. However, a letter in this number from the manager of the Shredded Wheat Co. gives the results of his experience with steel and cement storage, to the great disadvantage of steel.

BETTER GRADES of wheat will be produced in the Southwest if the Millers' League of that section carries out its plans to encourage farmers to plant and produce better milling wheat. The most successful campaigns conducted in the interest of better wheat has always been brought about by supplying the farmers with the right kind of seed. In this commendable work the grain dealers can greatly assist to their own advantage.

THE GRAIN EXCHANGES will no doubt soon adopt rules forbidding members to take trades from managers of corporations without the knowledge and written consent of the corporations' directors. While such a rule may place a permanent check on the welshers who are ever ready to take profits but seek to hide behind gambling laws whenever they have a loss, it is not likely that the rule will reduce speculation one iota. Grain dealers who can confine their future trading to hedges against their sales or purchases of cash grain can use it as a protection against loss; but so often trades give the country elevator operator an opportunity to make an unexpected profit that he tries to grab one on his futures as well as on his cash and sometimes get caught. Men who are willing to accept the profits of such trading must also assume responsibility for losses.

COUNTRY GRAIN DEALERS and farmers could cultivate more cordial relations to the advantage of both. The fact that this is beginning to be better understood is disclosed by the discussion of this subject at different meetings of grain dealers. Heretofore the grain dealers have kept mum and permitted the loud-mouthed agitator to do all the talking, with the natural result that the farmer has been given a perverted conception of the purposes and characteristics of the grain dealers. Now, the average grain dealer is far more anxious to serve and to help his farmer patrons than any of the agitators ever could be. He has a real personal interest in their permanent prosperity. He wants them to have better crops, and to that end strives to obtain good seed for them and studies not only how to handle their grain to the best advantage, but he scours the country to find the best markets for the kind and quality of grain tendered him.

GRAIN SHIPPERS have suffered many burdensome losses because of the misquotation of freight rates by tricky or blundering freight agents. Some traffic solicitors have wilfully misquoted rates in order to obtain the business, knowing full well that when the freight was paid at destination the bill would be much larger than the shipper expected. Through the efforts of the Grain Dealers National Ass'n, a bill known as H. R. 11322 has been introduced in Congress to amend Paragraph 11 in Section 6 of the Interstate Commerce Act so as to make carriers liable to shippers for the full amount of loss suffered as the result of misquotation, either through error or connivance by the railroad employee. With such a provision on the statute books all rate clerks would understand that their jobs depended upon giving out correct quotations and shippers could expect to suffer less after such a provision has been made a part of the law of the land.

Box Car Shortage in Sight.

The revival of freight traffic during the past few months indicates that even with a moderate rush of grain to market during the coming summer and fall the railroad companies will find themselves short of box cars.

Statistics of the Interstate Commerce Commission show that the carriers have let their box car equipment fall off in number by the doubled effect of scrapping old cars and failing to build a sufficient number to replace those destroyed.

In 1910 the railroads had 966,577 box cars in service at the close of the fiscal year, and in 1919 the total number was 1,055,893 at the close of the calendar year. So many new cars were built during the fiscal year ending June 30, 1913, that not only were the scrapped cars replaced but the total number was increased 42,416 in one year, to 1,032,585 for roads in classes I and II. During the war the building of cars was neglected and not until 1919 was there a substantial increase in the box cars, 17,142 for the calendar year, compared with an actual decrease of 2,068 in 1918.

The foregoing records of the Interstate Commerce Commission are supported by the statistics of the American Railway Ass'n covering 85 per cent of the equipment of its members. In 1913 the roads in the Ass'n destroyed 34,191 box cars and acquired 78,407, making a net gain of 44,217. In 1919 there was another spurt, 36,190 being acquired in place of 21,132 destroyed.

In 1920 the high cost of building cars, the high rate for money and the prospect that traffic would diminish led to the acquisition of only 29,755 box cars, to replace the 28,728 scrapped, the net gain being only 1,027.

Statistics for 1921 are not available but the number of box cars must have been greatly diminished as the number of new cars of all kinds ordered, as reported by the RAILWAY AGE, was only 23,346, against 234,750 in the pre-war year of 1912. The number of cars built was but one-tenth as many as during the car building boom, and of the one-tenth built only 5,126 were box cars. Thus, if the roads scrapped the average number, say 25,000 during 1921, and built only 5,000, the reduction in available equipment of box cars must have been 20,000, the greatest in the history of American railroading.

In 1921 many railroads ordered no cars whatever, of any kind, as they had equipment standing idle. The same was true of their locomotive equipment. On Dec. 1 the roads had 5,308 serviceable locomotives stored because they had no use for them, and 12,170 more engines on hand that could be made ready by repairs taking more than 24 hours. The Santa Fe for example ordered in 1921 1,300 gondolas and 2,500 refrigerators, but no box cars. The C. M. & St. P. ordered 2,500 gondolas and no box cars.

Freight rates have been boosted so high that any moderate revival of business will leave a margin over the extravagant wages allowed by the Labor Board, for the purchase of new equipment, and some roads already are taking advantage of the lower interest rates and cheaper materials to order needed cars. The C. M. & St. P., for example, let contracts Mar. 23 for 4,000 box cars costing several million dollars. The average price per car was \$1,600, against \$2,800 during the war and \$1,200 before the war. The C. & N. W. has opened bids for 3,100 freight cars and the New York Central is negotiating for 16,000 cars. If the railroads are to transport the coming crops expeditiously they will have to manifest still greater activity in box car construction.

The Coal Strike.

Grain shippers are not likely to be deprived of shipping facilities over the railroads thru any shortage of coal. The non-union miners are digging enough coal to supply the railroad engines and the carriers have a habit of confiscating coal on their lines when needed.

In the anthracite region are two monopolies, one of labor and the other of mine operators. In past years both have reacted upon each other to pass the burden of excessive costs to the consumer until the price of hard coal has been screwed up beyond all reason.

In large bituminous fields such as the entire state of Illinois there also is a monopoly of labor, working hand in glove with the operators to maintain the check-off and high wages at the expense of the public. This strike or suspension of work would not have occurred if these monopolists had been aided by a similar monopoly of labor in the Southern and West Virginia fields, the purpose of all being to support 200,000 men more than the industry requires by paying excessive wages for two days' work a week while they pass the other 4 days in idleness.

The absence of labor monopoly in the coal fields of West Virginia made it possible for the law of supply and demand to function. The operators of non-union mines in that state and in Kentucky reduced wages slightly but by working the men six days a week were able to pay much more than was earned by the union miners working two days a week. Some non-union miners have been earning \$500 a month. The West Virginia coal produced by these highly paid workers was of better quality than that in the coal measures of Ohio and Indiana and Illinois and was sold, on account of the wage reduction, at a slightly lower price, so that the operators of the central competitive field found their trade slipping away from them. They knew they could meet the officials of the United Mine Workers of America and agree to any demand for higher pay, but such agreement would not be followed by any resumption of work in their mines, as the open shop competition of West Virginia would remain to undersell them in the markets. Hence the strike.

During 13 days' time, Oct. 16 to 31, 1921, 38,461 men in Illinois mines worked 9½ days and earned an average of \$9.76 or \$7.14 including idle time. The machine runners got as much as \$11.55 per day. The average per capita union "check-off" was \$2.23. The pay fixed by the U. S. Railroad Labor Board for passenger locomotive engineers is liberal at \$6 per day. It compares with \$5.22 per day for a motorman in the anthracite mines of Pennsylvania and \$5.40 for a mine locomotive motorman in the coal fields of Harlan County, Kentucky. The Illinois mine motorman receives \$9.04 per day, and goes on strike.

If the monopoly of mining and operation were done away with this situation would immediately cure itself, but John L. Lewis, pres. of the United Mine Workers of America, desiring to perpetuate extravagant mine wages at the expense of the consumers urges a more complete monopoly, one by the government itself. He told the House Com'te on Labor recently that nationalization of the coal mines was the only permanent solution of the difficulty. His definition of nationalization is a federal control of production, distribution and prices, while the men should fix their own wages.

The Shipper's Interest in Grain Grading

[From an address by E. L. Morris, Federal Supervisor before the Western Grain Dealers Ass'n.]

Records show that there were inspected in the United States during the past year 1,323,418 carlots of grain. In addition to the carlot inspections, there were inspected at export markets 322,204,000 bus. of grain. For the past year approximately 2,000,000,000 bus. of corn, wheat and oats were inspected under the supervision of the Dept. of Agriculture. Thus you see, when taken in the aggregate, the job of inspecting grain in the United States is a large and important one. The records show that of the total, 60% of inspections were for wheat, 25% of inspections for corn and 15% of inspections for oats. Federal grain supervision, during the past year, checked the grading of 146,313 carlots of grain by means of sampling the grain in the first instance, and thoroughly analyzing and checking it as to its grade. It also reviewed the grading of 271,137 carlots, while working directly in co-operation with the licensed inspectors at the various inspection points. For the total number of inspections performed then during the period under discussion, a check was had of the inspection of 417,440 carloads. During the same period, approximately three-fourths of the grain loaded from export points for foreign shipment was supervised and its grading checked, showing for the country as a whole a good inspection of approximately 90% for the three grains. This is based on receipts, shipments and exports.

Appeals: I am confident most of you here today realize that any interested party to the grading of a lot of grain has the right to call for an appeal to the Dept. of Agriculture from the grade assigned by the inspectors. There were, during the present year, 11,624 appeals called at the various markets throughout the country. This is, as you will note, a very small percentage of the total number of inspections performed, amounting to less than 1% of the total. It is believed that the rather small number of appeals called throughout the country is an indication of a high degree of satisfaction on the part of those interested in the inspection of their grain.

Intermarket Inspections: For some time in connection with the marketing of grain it has been the custom, when shipping grain from one market to another where inspection service has been furnished, to have the grain inspected at both shipping point and destination markets. Uniformity then in the application of the grades at both shipping point and receiving markets becomes essential, and we have at all times endeavored to have such accomplished. Absolute uniformity, I presume, can never be obtained. Grain inspection is no different from any other human effort.

In the inspection of grain nothing has yet been devised which eliminates the necessity of the inspector interpreting certain grading factors. I refer to such grading factors as odor, damaged grain, texture in wheat and general appearance in oats. By the use of certain type trays, however, which are prepared by the Board of Review, and by an honest effort on the part of the licensed inspectors, such variations can be reduced to a minimum. Early in our work it was found that by checking the grades assigned at two markets a bad error or variation on the part of a licensed inspector at some market would come to the surface and could be corrected before other serious variations occurred.

To illustrate the point I have in mind, I will call your attention to some recent variations in the inspection of oats. A certain market located at a non-supervision point, which was a large shipper of oats, had its shipments again inspected upon arrival at destination. These shipments were made to several markets. Upon checking the shipping point grade with destination grade it was found to be uniformly lenient in the application of the factor "general appearance." Steps were taken at once to point out to the inspector at shipping point his leniency in the application of this factor, and the variation was at once corrected. Later shipments from the market were properly graded and intermarket variations eliminated.

In our work during the past year, we checked the grading at destination of over 82,000 carloads of shipping point grain. These shipments were those for which no supervision of inspection had been made. It was noted that the good grade delivery at destination was quite near the same percentage as good inspection at shipping point. On the other hand, the grade assigned at receiving point was checked back with grades assigned at point of first inspection. These also gave results comparable in accuracy to our supervision results.

Method of Obtaining Results. To obtain uniformity the country over, some agency must be delegated the responsibility and authority to interpret the standards. The Dept. has placed

this authority in what is known as the Board of Review. It is the function of the Board of Review to interpret questions which come up with reference to the grades.

It is furthermore their duty to see that the various markets have the right application and the same application of the grades. This is of course done by means of samples daily forwarded to them by the various district offices, and through the district offices to the various licensed inspectors. The Board of Review is located in Chicago. There is also located a project of our service known as Inspection Efficiency, and another project for the enforcement of the Act.

The Board of Review is located at Chicago for the reason that it is the most accessible point for a very large percentage of grain inspected in this country. It is but a night's mail time from probably 60% to 75% of the grain inspected in this country.

The various offices of Federal Grain Supervision, of which there are 35, forward daily to the Board of Review all appeal samples handled during the day, those samples where a variation occurs with the work of the licensed inspectors, as well as a certain number daily where interpretative problems are involved. Thus the Board of Review daily see how grain is being inspected at the markets. When variations occur, steps are taken at once to correct them.

Grain Inspection and the Country Shipper: In our grain inspection duties at terminal markets, many problems of course come to our attention which affect the country shipper.

One of the outstanding features, in connection with the shipment of grain from a country point to a terminal market, is the fallacy of attempting to "plug" cars—the loading of cars in such a manner as to conceal inferior grain. Fortunately this is not general, but on the other hand is the exception in the loading of cars which become receipts at the terminals.

Rules under which grain inspectors are at present working require them to grade a lot, which contains inferior grain deceptively loaded, according to the poorest quality found in the lot. With the present improved grain triers, which are used at practically all inspection points, it is seldom you will be able to conceal inferior grain. Then again, when shipping into markets where grain is unloaded, there is always the chance to observe deceptive loading of the car during its unloading. Buyers also have the privilege of a reinspection or a new inspection when the deception has been discovered.

I would like to call your attention to a recent case of a plugged car of wheat received on the Kansas City market. The car had about 1,000 bus. of wheat which graded No. 2 Hard Winter, having a test weight per bu. of 59.5 lbs. with its other grade requirements well within the limits of a No. 2 Hard Winter wheat. On the bottom of the car at each end was an inferior grade of soft Red Winter wheat amounting to approximately 150 bus. This was wheat which had a test weight per bu. of 54.5 lbs. The admixture of 150 bus. of soft Red Winter wheat with the Hard Winter wheat caused the car to grade mixed wheat. In addition to the admixture of soft Red Winter wheat the car contained approximately 150 bus. of wheat which had been treated with lime, as you can observe from the third sample which I have with me. That portion of the car which had been treated with lime had a test weight per bu. of 53.3 lbs.

The resultant grade was "No. 3 Mixed wheat, limed." The shipper of this car had sacrificed 1,000 bus. of good No. 2 Hard Winter wheat. In unloading the two lots of lower grade wheat became mixed throughout the entire contents of the car.

Unevenly Loaded Cars: Another matter which frequently comes to our attention in the sampling of carlot grain shipped direct from the country is the uneven loading of cars. You will note there is a difference between an unevenly loaded car and a car which has been plugged. The uneven loading of a car frequently results in difficulty in securing an average sample upon which to base the grade.

It is customary, when securing a sample for inspection purposes, to probe the car five times in various places throughout the car, and base the grade upon the average of the five drawings. If the car is unevenly loaded it frequently results in an incorrect grade being assigned to the entire car, due to the difficulty of securing a correct average sample.

Another matter which has come to our attention at various times is the condition of the box car into which grain is loaded. There are odors frequently found in cars which are recognized by the trade as commercially objectionable. Commercially objectionable odors, according to the rules of inspection, will grade the grain as Sample Grade.

Objectionable odors more commonly encountered are hide odors, tar, oil, fertilizer and others of like character. This is a matter entirely within your control and can be so handled that you may obviate the necessity of having an otherwise high grade grain grade as Sample Grade.

Moisture Tests: In the inspection of corn during the months when the bulk of the movement comes to market, the moisture content is the important grading factor. I believe the use of the moisture apparatus is common in Iowa and has been for many years. I simply want to emphasize the importance of correctly making the moisture test in the corn which you buy as well as in the corn which you sell. Inasmuch as you sell corn on the basis of the moisture test largely, it would be wise for you to buy on the same basis.

If you are not careful and accurate in making your moisture tests, you can easily make a mistake which will result in a lower grade than the one at the market where the official inspection is performed. Keep your flasks, rubber stoppers, graduates and the apparatus in good condition.

In those sections of our country which handle largely wheat, and especially in the more southern sections where live weevil and other insect pests are common, grain frequently comes to market infested with insects injurious to stored grain. Under the present rules of inspection such grain will grade as Sample Grade. This is a matter which you can largely control by handling your grain so as to receive a higher grade.

Live weevil and other insect pests can be screened partly from the grain during the process of loading. Furthermore, after loading the grain into cars proper treatment with carbon bisulphide will readily kill the live weevil and result in a higher grade.

Appeal by Minneapolis Chamber of Commerce Dismissed.

The U. S. Circuit Court has dismissed the appeal by the Minneapolis Chamber of Commerce from a ruling by the Federal Trade Commission refusing to dismiss its complaint against the Chamber for alleged conspiracy against the Equity Co-operative Exchange. In this case the Chamber of Commerce undertook to appeal to the courts in advance of an order by the Commission for it to cease and desist; but the U. S. Circuit Court held it had no jurisdiction, and the Commission now may resume its proceedings.

So far the Commission had only issued its formal complaint, No. 694, and heard the Chamber's oral arguments to dismiss.

Oppose Bulk Storage of Barley.

Objection to the propaganda of the Agricultural Dep't of the University of California in favor of the bulk storage of barley has been expressed by the Grain Trade Ass'n of the San Francisco Chamber of Commerce in a letter addressed to the Dep't.

The reasons for the objection are given as follows:

With only a foreign market to be reached by way of Galveston and New Orleans, practically every ton of barley that is exported must go forward in bags; therefore if growers have stored in bulk they will have only a very limited opportunity of selling their barley except that of a quality saleable only for feed within the State, and even for that purpose the handling of bulk barley within the state will be difficult and the grain for that reason be of slow sale.

There was a time when California bulk barley might be handled to advantage for shipment east and abroad. At that time sacks cost as high as 30 cents each, against a present cost of about 7 cents. There was also at that time a very heavy demand for brewing barley by American brewers, a market which has been destroyed by the Volstead act. This market having disappeared and the demand for barley for shipment by way of Galveston and New Orleans being at an end on account of cheap ocean tonnage, there is left, therefore, only the local California demand for feed barley, very little of which consumers will buy in bulk. There is a further disadvantage of the possible heating of barley in bulk elevators, which is peculiarly destructive to barley.

The communication concludes that, "In our opinion the only way to benefit the California barley growers is to conduct a campaign to restore the lost market or to create new markets to an extent sufficient to cause such an increase as will convert the present losing business into one that produces a fair profit to the producer."

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

What Should Be The Discount?

Grain Dealers Journal: We shipped a 3,000-bu. lot of wheat. It tested 58.2 lbs. per bu., with 2% heat damage, and graded No. 2. What should the dock per bushel be?—Ecla Grain Co., Kings Mill (Ecla p.o.), Tex., by C. R. Holman, mgr.

Ans.: The discount per bushel for wheat or other grain, shipped to apply on contract and failing to make the basic or contract grade, is purely a matter of contract between the two parties to the transaction. It would be necessary, therefore, to know the terms of the contract to make possible a definite and correct answer to the query.

Under the so-called "government scale" of discounts, the price for No. 2 wheat is 3c less than the price for No. 1. This scale has been largely used in the Southwest, but many contracts have been made providing for application of No. 2 at 2c under the No. 1 price.

When grain is shipped on consignment for sale in the open market the price realized is based upon the actual grade and quality of the grain, and generally no discount is applicable. This rule may be varied in certain cases, where the buyer finds the grain in the car to be inferior to the sample and calls for reinspection, in which event a discount is usually arranged between the parties.

Sizes of Pulleys and Motor for Elevator Leg?

Grain Dealers Journal: An elevator leg 64 feet high has 10x6 buckets 12 inches apart on 129 feet of belt and runs at a speed of 48 r. p. m. over a 36-inch head pulley.

Will a 3-h. p. motor running at 1,750 r. p. m. be large enough to take care of the load if installed at the top of the elevator? Motor pulley is 4 ins. diameter.

With a belt drive from motor to countershaft and chain drive from countershaft to head pulley what should be the sizes of the different pulleys?—Farmers Elevator Co., Clutier, Ia.

Ans.: The leg described has a load that a 3-h.p. motor will not pull, if they want to fill the buckets, as with that speed it will handle about 900 bus. an hour. It does not look reasonable to run the head pulley 48 r.p.m., as this is too fast for any kind of a bucket and will not do the work satisfactorily. The highest speed this head pulley could be run is 40 and at that it would require at least a 5-h.p. motor to run it. If the 3-h.p. motor had sufficient power the surface of the belt in contact with the pulley would not transmit the power as the pulley is only 4 inches in diameter. To pull the load there would have to be excessive distance from center to center of pulleys.—W. H. Wenholz, Hutchinson, Kan.

Ans.: A 3-h.p. motor does not give enough power to run this leg. The next larger size is 5 h.p., which will give ample power.

If alternating current is used the 5-h.p. motor should be of the slip ring type, 40 degree. The pulley on this motor would be 5 inches in diameter, running 850 r.p.m. From the motor a belt would run to the countershaft, driving a 26-inch pulley 163 r.p.m. A

5-inch pulley on the countershaft would drive a 30-inch pulley on the elevator head shaft 27 r.p.m. by chain. A speed of 48 r.p.m. is too great for a 36-inch head pulley to discharge properly. A speed of 25 to 30 r.p.m. is better. Therefore the foregoing has been calculated on the basis of 27 instead of 48 r.p.m., as stated in the question.

How to Nail Metal Siding?

Grain Dealers Journal: We are experiencing considerable trouble with our iron siding coming loose at the lap, due to the continuous contraction and expansion of the metal which works the nails out and allows water to run on the inside. Where we have cupolas the water falls inside the bins. How can the difficulty be overcome?—The Pierce Elevator Co., Union City, Ind.

Ans.: It is quite probable that most of the trouble is due to settling of the building under conditions of uneven loading and that contraction and expansion of the metal is only a contributing factor. The only remedy would be to remove the siding and to replace it by nailing it so as to permit one sheet to move over another instead of buckling and tearing when the building settles.

Flat siding sheets should be nailed on the walls in the following manner:

Starting at the top, the first sheet should be nailed along its top edge; and a row of nails should be driven into the sheet about 4 inches from the bottom edge. The succeeding lower sheet should be pushed under the edge of the sheet above to the distance required for the proper lap, say about 2 inches. This sheet should then be nailed about 4 inches from its bottom edge, and other sheets should be similarly placed to cover the building.

When siding is so placed, each sheet is held near its bottom edge by a row of nails, while its top is held by the sheet above. There is very little opportunity for wind to work sheets loose, and water is effectually excluded. At the same time, sufficient allowance is made for expansion and contraction of the metal and for the settling of the building.

Control of Roadway to Elevator?

Grain Dealers Journal: Since 1895 the street or driveway on private land has been open to the public for reaching the grain elevator, grist mill and lime house. In fact 80 per cent of the business going to and from the lumber yard to Main Street goes this way. The party who owns the driveway and the land and buildings on both sides of the Driveway to Mill shown in the engraving herewith is trying to stop certain kinds of traffic that are not patronizing his place of business. Can he stop them?—J. N. Bassett, Lena, Wis.

Ans.: To gain the right of continuing to drive over the road the public must have had, originally some color of right or title asserted by years of prescriptive use adverse to the claims of the owner. In this case the public never had any right there. The driving over the land was always with the consent of the owner, who alone paid taxes on the land.

Sec. 1294, Wisconsin Statutes, provides that "All roads not recorded which shall have been or shall be used and worked as public highways ten years or more shall be deemed public highways."

Sec. 1295 provides that "All highways that have been laid out by the supervisors of any town, the board of supervisors of any county, or by a com'te thereof, and recorded, any portion of which shall have been opened and worked for the term of three years, shall be deemed to be and are legal highways so far as they have been so opened and worked, not-

withstanding the law may not have been in all respects complied with in laying out the same. The making of an order laying out any highway by the proper officers and filing the same in the office of the town clerk in which such road is situated shall be deemed a recording of such highway."

If the public never worked on the road and if no order laying out the road ever was recorded the owner can stop persons not patronizing his place of business.

Recovery for Neglect of Claims?

Grain Dealers Journal: We have several claims against a railroad which date back to the summer of 1919 that we turned over to a law and mercantile company for collection. They have just returned the claims to us and said for us to use other means to collect.

Two years ago they wrote that they were doing the best they could to get our claims against the railroad in shape for settlement, and were making some progress. "We assure you we are doing everything that can be done to that end and will keep you advised of any developments."

Is there any way we can collect these claims from the railroad, and if not, can we hold the law and mercantile company for the amount of the claims which amount to over a thousand dollars?—C. L. Snowden & Co.

Ans.: Not having been paid any consideration the agency is not liable.

Suit not having been started within 2 years and a day, unless claims were kept alive by filing, the carrier is not liable.

Suits can be started on such claims only as the carrier declined in writing within 2 years and a day past. All this is covered by Sec. 2 of the Uniform B/L.

Ordinary law and mercantile collection agencies are not qualified to handle railroad claims efficiently. The names of specialists who handle railroad claims in a responsible way are published in the advertising columns of the Journal.

Penalty for Loading Less Than Minimum.

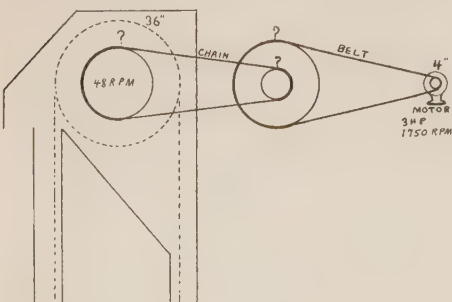
Grain Dealers Journal: Some time ago we were charged excess freight on two cars of oats, reason being that the cars were underloaded; altho we had them loaded to full visible capacity and had it so noted on B/L.

Has the carrier the legal right to collect such excess freight when cars were loaded to the roof?—T. C. Mooney, mgr. Bongard Grain Co., Philo, Ill.

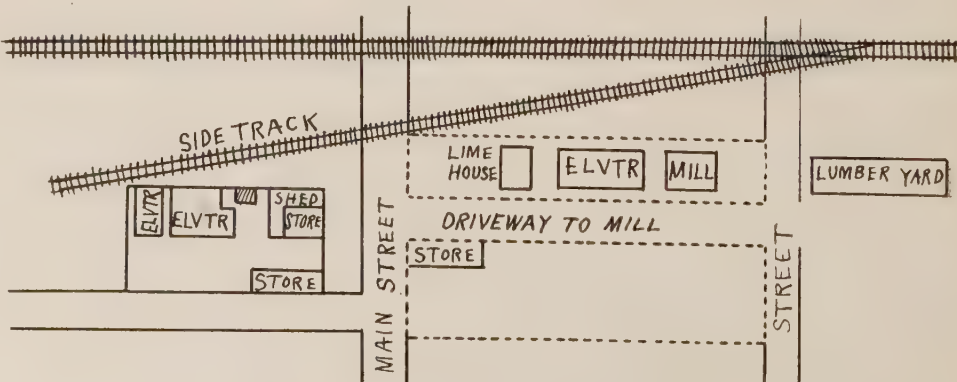
Ans.: Formerly the shipper loading less than the minimum weight was protected by the notation "loaded to full visible capacity," but the latest tariffs deprive him of this privilege, the single exception now being the "clean out" rule. For example, the C. & E. I. in Supplement No. 17 to No. 622-G provides

"Note 5.—In no case will the minimum weight be less than 40,000 pounds, except as provided in Note 6. This note takes precedence over all notes in this rule, other than Note 6."

"Note 6. Clean-out rule.—For the purpose of cleaning out elevators and grain houses at the close of the shipping season, one carload each year may be shipped subject to a minimum weight of 30,000 pounds, in lieu of the minimum weights provided in paragraphs (a) and (b) of this rule, such carload to be from one consignor and from one shipping point to one consignee at one destination and to consist of one or more kinds of grain, straight or mixed carloads. Shipments as provided in this note



What Sizes of Pulleys and Motor for This Leg?



Who Controls Roadway to Elevator?

are subject to the provisions of paragraph (b) of Note 7."

It is only when the car ordered has a minimum physical capacity of more than 40,000 lbs. that the shipper gets the protection of the clause below:

"Note 1.—Actual weight will apply in the following cases:

(a) When grain is loaded at point of origin to within 24 inches of roof at side walls of car, for the purpose of Federal, State or Official Grain Exchange inspection.

(b) When grain is loaded to proper grain line of cars so marked.

(c) When car is loaded to full space capacity.

When any of the provisions of this note are applicable, notation to that effect should be inserted in the bill of lading by shipper or agent of the carrier, but failure to make such notation will not prevent the application of the terms of this note upon presentation of suitable proof. Such notations should be specific, indicating on which of the three grounds herein specified actual weights should be protected."

The Central Freight Ass'n had the new rule in effect Oct. 15, 1921.

Decision Adverse to Rail Labor Board.

A decision was rendered Saturday by Federal Judge Page in Chicago in the case of the Pennsylvania Railroad against the Railroad Labor Board, which practically removes the only means the Board has to enforce its rulings.

The case grew out of a Labor Board order directing the Pennsylvania to hold an election for employees' representatives that would give the federated shop crafts an opportunity to select the men as union representatives, and prescribing a ballot to be used. The Pennsylvania refused to comply with the order, and obtained a temporary injunction restraining the Board from enforcing its order. The case was in the nature of a test of the Board's powers and has been watched with interest.

The Pennsylvania especially attacked the right of the Board to publish its decision in the controversy, and also contended that the Act creating the Board is unconstitutional. Judge Page held that the Act is constitutional, and that Congress has the right to grant authority to the Board; but he held, also, that the Board has exceeded this authority. The court said in part:

"I am of the opinion that congress had the deliberate intention of framing the act that company officers and agents of the men exercise every reasonable effort to avoid any interruption in business of any carrier growing out of a dispute between the carriers and their employees, and the only power given the labor board under the section was to hear and decide disputes where the conferees were unable to decide, and then only in event the parties jointly referred the matter to the board."

The Tariff Bill.

The new tariff bill was reported to the senate Apr. 11, after having been passed by the house and considered by the senate com'te. It is now on the calendar of the senate for consideration. The bill, as passed by the house, specifies the following duties on grain and certain grain products:

Barley, hulled or unhulled, 20c bu. of 48 lbs.; barley malt, 40c cwt. (25c bu.); pearl barley and barley flour, 2c (now 1c).

Buckwheat, hulled or unhulled, 1c cwt.; flour, grits or groats, 1/2c.

Corn (maize), including cracked corn, 15c bu. of 56 lbs.; grits, meal, flour, etc., 30c cwt.

Oats, 15c bu. of 32 lbs. (now 6c); unhulled ground oats, 45c cwt.; oatmeal, rolled oats, oat grits, 90c cwt. (now 30c).

Rye, 15c bu. of 56 lbs.; rye flour and meal, 45c cwt.

Wheat, 30c bu. of 60 lbs. (now 35c); wheat flour, semolina, crushed or cracked wheat, etc., 78c cwt. (now 20% ad valorem).

Bran, shorts, and by-product feeds obtained from cereal milling, 10%. Oats, barley, buckwheat and other hulls, 10c cwt.

Dried beet pulp, malt sprouts, brewers grains, \$5 ton; mixed feeds, 15%.

Wheat, flaxseed and other seed or grain scrapings, chaff and scourings: unground, \$1.50 ton; ground, 75c ton; when foreign matter dutiable at higher rate present to extent of more than 5%, dutiable at corresponding higher rate.

Molasses testing not above 56% total sugars, imported to be used for purposes other than the extraction of sugar or for human consumption, would be admitted free.

Confer on Oats Grading.

A conference was held in Chicago Apr. 14 by representatives of the grain and milling trades interested in the handling of oats, and by representatives of the Dep't of Agriculture.

Special consideration was given to the marketing of oats under the term "mill oats" which has come to have a definite place in this business, and a resolution was adopted expressing the opinion that the term "mill oats" is the best designation that can be used to specify the commodity which has been sold under that name for many years.

The conference also discussed the general phases of the marketing of oats, and the opinion was unanimous that the Bureau of Markets and the Bureau of Chemistry should reach an understanding so that when oats have been inspected by a licensed inspector and a certificate of grade has been issued by him the shipment should thereafter be permitted to move in interstate commerce without interference from any other governmental agency.

Against Government Wheat Regulation in Canada.

Argument was heard at Ottawa, Ont., by the House of Commons com'te on agriculture Apr. 11 on the re-establishment of the Canada Wheat Board.

C. B. Watts, who was a member of the former wheat board and a member of the grain standards board, said the drastic regulations of 1919 could not be put into effect today and that no evidence had been adduced to show the re-establishment of the Board would put more money into the hands of the farmers.

The com'te unanimously adopted the following resolution:

"That the question of the constitutionality of the re-constitution of the Canada Wheat Board, with the powers conferred thereon by orders-in-council establishing or extending the same be referred to the law officers of the crown for their reasoned opinion."

E. L. Newcombe, deputy minister of justice, has given an opinion concurred in by Sir Lomer Gouin and D. D. McKenzie, solicitor-general, that reconstitution of the wheat board with compulsory powers as requested by the Canadian Council of Agriculture is ultra vires of Parliament in Canada. This report, which had been requested, was presented to the Commons Apr. 19 by Prime Minister, Hon. W. L. Mackenzie King. In closing his careful and complete analysis of the proposition Mr. Newcombe said:

"While I do not suggest a doubt that conditions of export from the Dominion and foreign trade relations may be regulated by parliament, I am impressed with the view that these powers cannot be made to cover legislation which denies freedom of contract, capacity to buy and sell, and the maintenance and execution of property rights which exist under provincial laws."

"The powers of criminal legislation which belong to the government exclusively are in their application to this case of an ancillary character and cannot as such be invoked to afford a sanction for measures in themselves ultra vires."

Coming Conventions.

May 9. Panhandle Grain Dealers Ass'n at Amarillo, Tex.

May 9, 10. Illinois Grain Dealers' Ass'n at Peoria.

May 11, 12. Oklahoma Grain Dealers Ass'n at Oklahoma City.

May 16, 17, 18. Kansas Grain Dealers Ass'n at Wichita.

May 26, 27. Texas Grain Dealers Ass'n at Fort Worth.

May 29, 31. Southern Seedmen's Ass'n at New Orleans, La.

May 31, June 1, 2. Millers National Federation at Kansas City, Mo.

June 19, 20. Wholesale Grass Seed Dealers Ass'n at Chicago.

June 21, 22, 23. American Seed Trade Ass'n at Chicago.

July 25, 27. National Hay Ass'n at Cedar Point, O.

Oct. 2, 3 and 4. Grain Dealers National Ass'n at New Orleans, La.

Protests Against Exorbitant Grading and Inspection Fees.

The grain inspection and weighing fees of the Missouri Warehouse Commission are so high the state is said to have realized a net profit last year of over \$100,000, so it is but natural that everyone interested is protesting. In a recent protest to Governor Hyde of Missouri, the St. Joseph Grain Exchange said:

The members of the St. Joseph Grain Exchange desire to call your attention to the matter of inspection and weighing fees as now assessed by the State Warehouse Commission. Under present conditions, the fees of \$1.00 per car for inspection and \$1.00 per car for weighing are exorbitant, are a burden on the grain producer who markets his grain at points within the state, and should be reduced.

If the present fees were necessary in order properly to conduct and maintain the Weighing and Inspection Departments, no objection could be properly made against them. The present revenue from these sources is far in excess of the cost of maintenance and the State of Missouri is profiting to the extent of about \$100,000 per year from this branch of State service.

Probably ninety per cent of the carload grain arrivals at St. Joseph and Kansas City, which are assessed for the major portion of this revenue, originate in the states of Kansas, Nebraska, Oklahoma, Colorado and Iowa. It is unfair that the producers of grain in the states named should be forced to pay a tribute of \$90,000 to \$100,000 per year to the State of Missouri over and above the cost of the inspection and weighing services rendered.

Grain values have had sharp declines since the war-time peaks, and the producer is getting but small returns; every extortive charge that his product undergoes is a further burden upon him. We do not believe that the State of Missouri can, with propriety, appear as a profiteer on the already heavily burdened farmer of the Southwest.

As an association organized for the purpose of facilitating the marketing of grain for the benefit of the producer, we feel it is our obligation to solemnly protest against the present vicious system of overcharging by the State of Missouri for a service that the State arbitrarily imposes on products of the farm.

The members of the St. Joseph Grain Exchange earnestly petition you to reduce the fees collected by the State Warehouse Commission so that the total revenue will not result in a profit to the State, but merely be sufficient to maintain efficiently and properly the Department's organization. We believe that when your fees are placed upon such a basis, you will find them at a very material reduction under present charges.

Foreign Crop Prospects.

The following summary of foreign crop prospects was announced Apr. 12 by the U. S. Dep't of Agriculture:

Argentina: The threshing of the wheat crop is practically completed. No recent estimates of the production have been made but the present outlook indicates that the first official estimate of 154,873,000 bus. or 91.2% of the crop of 1920-21 and 90.6% of the average of the five years, 1915-16 to 1919-20, will probably be exceeded. The quality of the grain is generally good.

Australia: The average yield of the wheat crop for 1921-22 is 14 bus. per acre compared with 15.9 bus. in 1920-21 and 11.2 for the five-year average, 1915-16 to 1919-20. The total area sown was 9,582,000 acres compared with 9,069,000 acres in 1920-21. The preliminary estimate of the total production was 134,184,000 bus. compared with 143,965,000 bus. for the previous year but 14.6% above the five-year average. The revised estimates will probably show some decrease but the quality of the grain is reported to be very good.

New Zealand: The total yield of wheat for 1921-22 is estimated at 10,500,000 bus. compared with 6,872,000 bus. for 1920-21 and 6,086,000 for the five-year average, 1915-16 to 1919-20. The area in 1921-22 showed considerable increase, being reported as 363,000 acres compared with 223,000 acres for the previous year, and 235,000 for the five-year average.

British India: The area sown to wheat for 1921-22, as stated in the Supplementary Memorandum of Feb. 15, Dep't of Statistics, is given as 28,012,000 acres compared with 23,352,000 for the same date for 1920-21. The final revised acreage for 1920-21 was 25,722,000 acres and that of the five-year average 1915-16 to 1919-20 was 130,499,000 acres.

Wheat has wintered well in the United Kingdom, Latvia, Czechoslovakia, Yugoslavia, Austria, and Roumania. The condition in Belgium, France and Spain is quite satisfactory. Some damage from frost in Germany but the crop throughout Italy has been benefited by recent rains.

THE TENTH annual meeting of the Chamber of Commerce of the United States is to be held in Washington, D. C., May 16-18.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Hopes for Perpetuation of Underwriters Grain Ass'n.

Grain Dealers Journal: The method of handling grain insurance through the Underwriters' Grain Ass'n has been very satisfactory to all Chicago Board of Trade members. Before the working of this pool of insurance companies was organized it was a very difficult matter to secure adequate insurance covering grain in store in Chicago terminal elevators. Since the operation of this pool we have unlimited insurance on immediate application and we hope that in the interests of efficiency and economy the pool will be a perpetual convenience.—Yours truly, J. C. Shaffer Grain Co., A. B. Haven, Asst. Treas., Chicago.

Antiquated Sack Losing Out.

Grain Dealers Journal: The bulk idea is getting nicely started here and the antiquated sack has seen its day in California. It will be a matter of only a few years before the entire state will be changed over and the sack method become a matter of history.

A year ago we built a few country elevators as a starter and this year are adding to the string at different places. A year ago we adopted the concrete construction exclusively; but found the cost ran pretty heavy on the smaller houses, so this year we are also using what is known as the cribbed type, so common in the central west.

So far as serviceability is concerned one is as good as the other, but of course the wooden construction carries with it a greater fire risk and a higher rate of insurance.—A. E. Lindstrom, pres. California Farm Bureau Elevator Corporation, Berkeley, Calif.

Concrete Gives Better Storage Than Steel.

Grain Dealers Journal: We are replacing our steel tank at our Canadian plant with reinforced concrete. We find that reinforced concrete is much more satisfactory for the storage of grain and we feel that the additional expense in tearing down the iron tank and replacing it with concrete is justified. At The Shredded Wheat Company's plant on the American side we tore down a 100,000 bushel steel tank and during the past few years we have added to our concrete tanks until we have a storage capacity of 750,000 bus.

One of the greatest difficulties in using a

steel tank we found was that on whichever side you had the weight the opposite side of the tank would buckle. We also found that grain keeps much better in a concrete tank than a steel tank.—Very truly, The Shredded Wheat Company, R. F. Meek, Manager Purchasing Dept.

THE Battle Creek Toasted Corn Flake Co., of London, Ont., has been granted an injunction by the court at Toronto restraining the Kellogg Toasted Corn Flake Co., of Battle Creek, Mich., from manufacturing and selling cereal products in competition with plaintiff's product.

APPROPRIATIONS for the Dep't of Agriculture for the fiscal year ending June 30, 1923, are now being considered. A bill recently introduced by Rep. Anderson, of Minnesota, proposes to consolidate the office of Farm Management and the Bureau of Markets and Crop Estimates into a single Bureau of Agricultural Economics. The total appropriation called for is \$3,669,952, including \$175,000 for enforcement of the cotton futures act, \$536,223 for enforcement of the grain standards act, and \$120,000 for administration of the warehouse act.

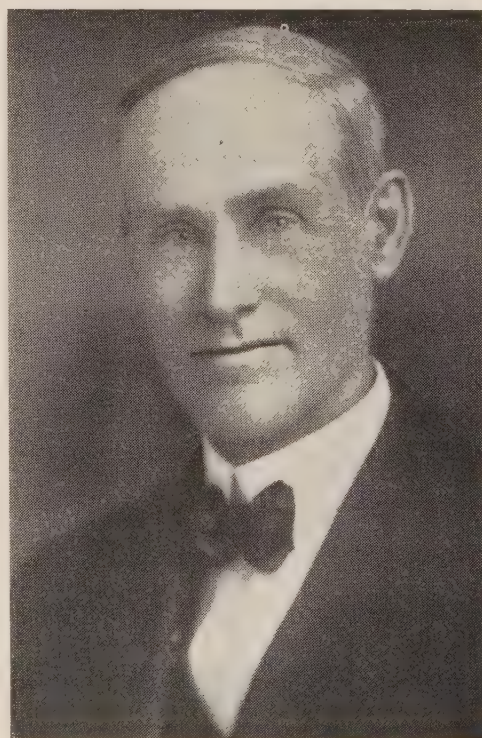
Death of William Murray.

William Murray, of Champaign, Ill., who had been engaged in the country grain elevator business for many years, and who was treasurer of the Illinois Grain Dealers Ass'n from 1916 to 1920, died in a hospital in Chicago Mar. 30 after a serious illness of two weeks.

Mr. Murray, whose portrait is reproduced herewith, was born at Eureka, Ill., Aug. 1, 1862. After completing a business course in a college at Bloomington, he engaged in the grain business with his father, J. M. Murray, Sr., at Eureka in 1882. Twenty years ago he moved to Champaign, and since that time he has continued actively in the grain business, operating a line of elevators in Champaign County.

His death occurred exactly 2 years after that of his eldest son, O. S. Murray, who was associated with him in business at Symerton, Ill.

Mr. Murray is survived by Mrs. Murray, five daughters; and one son, John, who has been connected with the business at Champaign.



William Murray, Champaign, Ill., Deceased.

Changes in Wheat Grades.

Secretary of Agriculture Wallace today announced the following decision with regard to grain grades:

Repeated requests for changes in some of the Federal wheat grades have caused an exhaustive study to be made of these grades by the Department of Agriculture during the past year. A special committee appointed to make investigations in the field spent some months with farmers, buyers at country points, dealers at terminal points, and millers. Their reports and recommendations have been given thoro study in the Department and were submitted for general criticism and suggestions. Following this, several conferences were held by representatives of the Department and representatives of the grain industry, including farmers, dealers, millers and exporters. The fullest possible opportunity has been given for free expression of views by all who had an interest in the matter.

As a result of this protracted and thoro study and investigation it seems that such of the proposed changes in the grades as have been thought desirable to furnish a better basis for transactions at country buying points in the spring wheat area of the central Northwest would create difficulties in the storage and merchandising of wheat which could not readily be overcome and which would probably result in undue discounts for wheat containing excess moisture or foreign material.

Under present conditions it appears that the tendency at country buying points in the central Northwest is to pay an average or flat price for wheat which varies greatly in its milling values, the grade being determined primarily on test weight per bushel. It is desirable that more attention be paid at the country buying points to differences in milling values such as are recognized at the terminal markets where wheat is sold on official inspection and sample. But a change in the standards alone would not accomplish the purpose without a change in the practices at the country buying points, and the disadvantages noted would probably much more than balance the advantages which would result from such changes. Therefore, it seems necessary to find some method by which the object sought by the changes would be met without being subject to these difficulties.

It is clear that the unsatisfactory condition at country buying points in the central Northwest is primarily due to poor grading, and to inadequate information on the part of farmers as to the grades and price distinctions at terminal markets. The farmer and the local grain buyer need better price information than they now receive. Changes in the inspection rules can be made to provide as adequate a basis for more detailed price information as the changes in the standards which have been proposed and do not involve the same storage and merchandising problems.

I have decided, therefore, to make certain changes in the inspection rules for the certification of hard red spring and durum wheats, when received at Minneapolis and Duluth and other similar markets, so as to require the inspectors to state, in addition to the grade of the wheat, adequate information as to the kind and quantity of foreign material other than dockage and the amount of moisture when effective as grading factors, and as to what would be the grade of the wheat otherwise than on account of these grading factors. Thus the virtues of the wheat which have not been properly recognized at country points will be pointed out as far as possible under commercial inspection conditions.

With such information made available on the inspection certificate, this Department will promote an intensive development and dissemination of market information as to the prices of all of the various qualities of wheat as sold on inspection and sample at the terminal cash markets, so that both country buyers and farmers may be placed fully in pos-

Exports of Grain Weekly.

[From Atlantic and Gulf Ports, in Bus., 000 Omitted.]

	Wheat.		Corn.		Oats.	
	1921.	1920.	1921.	1920.	1921.	1920.
Jan. 7..	5,484	9,429	3,008	604	341	249
Jan. 14..	5,747	6,457	2,651	264	430	185
Jan. 21..	5,455	4,782	3,363	1,029	602	139
Jan. 28..	3,473	6,257	5,937	1,130	465	237
Feb. 4..	3,215	8,814	4,712	1,476	237	195
Feb. 11..	2,499	5,131	4,770	1,240	313	150
Feb. 18..	3,803	4,776	4,851	1,155	370	312
Feb. 25..	4,731	3,968	5,058	1,518	650	125
Mar. 4..	5,484	5,469	6,351	3,153	348	209
Mar. 11..	3,349	4,390	5,365	2,182	741	68
Mar. 18..	4,630	4,847	4,312	2,720	864	289
Mar. 25..	3,279	2,750	3,778	3,299	1,109	62
Apr. 1..	3,884	5,437	4,754	1,844	655	262
Apr. 8..	3,523	4,879	3,519	1,362	716	112
Apr. 15..	1,489	4,795	3,946	1,919	839	264
Apr. 22..	1,087	3,764	3,143	1,039	689	616

Total since

July 1..254,191 300,586 131,906 31,536 25,241 10,395

session of reliable and detailed information and may not be solely dependent upon flat or average grade price quotations.

In addition it is the plan to develop a more thorough understanding on the part of farmers and country buyers of the elements and purposes of wheat grading and the proper application of the grading rules so that they may coordinate such knowledge with the market information furnished to them and thus the producer of the better qualities of a given grade of wheat will be placed in a position to demand recognition in price for such qualities.

WHITE WHEATS.

When the proposed changes as to excess moisture and excess foreign material were under consideration, there was proposed also a change in the classification of white wheats so that the classes Common White and White Club would be combined into one class designated White Wheat, this new class to be subdivided into three subclasses, Hard White, Soft White and Western White, making the same application of the Hard White and Soft White subclasses as at present and designating as Western White all white wheats or mixtures of white wheats containing more than 10 per cent of white clubs or sonora. It appears that these changes will facilitate export trading in Pacific Coast wheat and that they are generally acceptable. Consequently the necessary changes in the standards for White wheats will be made effective July 17, 1922.

Red Walla Wheat.

It appears that the Soft Red Winter Wheat known by the subclass designation Red Walla would be more satisfactorily designated by the term "Western Red" and the Standards will be amended accordingly.

Weevily Wheat.

In connection with the other proposed changes there was submitted for consideration

a change in the standards by which wheat that now grades sample grade on account of being infested with live weevils or other insects injurious to stored grain would be designated according to the grade otherwise applicable and there would be added to and made a part of the grade designation the word "weevily." The purpose of this change can be sufficiently accomplished by requiring the inspectors to state the grade that would be assigned to the wheat if it were not weevily, and the inspection rules will be amended accordingly.

Garlicky Wheat.

There was also proposed for consideration a change in the standards by which the minimum amount of garlic in wheat designated "garlicky" would be increased, the standards at present providing that one or more bulblets in one thousand grams shall cause it to be designated "garlicky," whereas it was proposed that it should not be designated "garlicky" until there are more than ten bulblets in one thousand grams. The purpose of this suggestion was to secure a more equitable price for the garlicky wheats, but it appeared that it would be a disadvantage to the producers of clean wheat of the same class and would increase the difficulties of merchandising wheat for export. The real object sought can be accomplished by changes in the inspection rules to require the inspectors in the case of garlicky wheat to show the amount of garlic found, which will give basis for price information showing the cash prices paid at the principal terminal markets for wheat containing different quantities of garlic. Accordingly these changes in the inspection rules will be made.

EXPERIMENTS conducted at the Kansas Agricultural Experiment Station prove that grain sorghums are superior in feeding value to sweet sorghums, or cane seed, but it was shown also that the sweet sorghums may possess more feeding value than had been supposed. However, the latter grains are rather unpalatable because of the presence of some objectionable constituents that give a bitter taste.

Destruction of Elevator at Hutchinson, Kansas.

The photograph which is reproduced herewith shows the ruins of the elevator of the Rock Mill & Elevator Co., at Hutchinson, Kan., after a fire that completely destroyed the plant.

The elevator was a wood, iron clad, structure, and the fire was discovered about 1 a. m. The cause is not known, but by the time the fire dept arrived on the scene a terrific dust explosion had so wrecked the building and scattered the flames thruout all parts of it that it was altogether impossible to extinguish the blaze. The best that could be done was to confine it to the one plant.

The photograph shows quite plainly the effect of the fire on the steel tanks which adjoined the elevator, and which were connected with the working house by conveyors. The tank nearest the elevator was badly distorted by the intense heat and its contents were so seriously damaged that it was expected little would be realized from the salvage. This tank contained about 20,000 bus. of wheat, and there was about 52,000 bus. in the elevator itself. The smaller tank, more distant from the elevator, and protected materially by the tank which stood between, was not damaged so much. It, also, contained 20,000 bus. of wheat.

A new plant is to be erected by Geo. E. Gano, owner of the Rock Mill & Elevator Co., but it is probable it will not be on the same site.

FROM Apr. 13 to Apr. 15, inclusive, the War Finance Corporation approved 84 advances aggregating \$2,722,000, for agricultural and livestock purposes. In the week ending Apr. 15, advances totaling \$5,556,000 were approved.



Ruins of Burned Elevator of Rock Mill & Elevator Co. at Hutchinson, Kansas.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ARKANSAS.

Little Rock, Ark., Apr. 17.—Some corn planted, and in some sections it is rotting in the ground because of continued heavy rains. Wheat and oats have made excellent progress.—S. H. Johnson, v. p. and f. t. m. C. R. I. & P. Ry.

COLORADO.

Denver, Colo., Apr. 17.—General outlook in the state for winter wheat and rye somewhat improved. Spring work well in hand.—S. H. Johnson, v. p. and f. t. m. C. R. I. & P. Ry.

ILLINOIS.

Victoria, Ill., Apr. 20.—Oats are sowing very late.—Victoria Farmers Elvtr. Co.

Decatur, Ill., Apr. 8.—No oats seeding so far this spring.—Decatur Construction Co.

Chicago, Ill., Apr. 17.—Winter wheat crop is in excellent condition with an estimated acreage for the state of 2,400,000 acres, slightly less than last year. Little spring wheat seeded. Oats acreage will be slightly less than last year, and seeding has been retarded. Corn acreage will exceed that of last year.—S. H. Johnson, v. p. and f. t. m. C. R. I. & P. Ry.

Springfield, Ill., Apr. 15.—Field work has been practically impossible up to date. The late spring favors a more liberal corn acreage than had been planned earlier. Winter wheat area of abandonment has been increased to some extent by floods, but otherwise the crop is developing favorably and the outlook is good. Rye shows a high condition of growth.—A. J. Surratt, agricultural statistician.

Springfield, Ill., Apr. 19.—This is the 6th consecutive week with frequent and excessive rains, saturated soil and farm work at a standstill. There was a little seeding in the northern counties, but practically no spring grains have been seeded as yet. Much wheat and other lands flooded when levees along the Illinois River broke.—Clarence J. Root, meteorologist.

INDIANA.

Petersburg, Ind., Apr. 19.—A great deal of growing wheat along the White River is under water and it is estimated that the crop will be damaged about 25%. Plowing for spring planting will be delayed several weeks.—C.

Evansville, Ind., Apr. 22.—A great deal of the growing wheat along the Ohio, Wabash, White, Patoka, Green and Barren Rivers has been under water for several days. Some corn in crib was lost. Spring planting is being delayed, but indications are that the normal acreage of corn will be planted if weather conditions permit.—C.

IOWA.

Buck Grove, Ia., Apr. 21.—Small grain all in with usual acreage sown. Some ground plowed for corn.—H. G. Scott.

Sunbury, Ia., Apr. 20.—Farmers just about thru seeding. Very late.—Farmers Grain & Lumber Co., Leo J. Kelly.

Des Moines, Ia., Apr. 17.—Oats seeding delayed because of rains. There may be more corn acreage than at first anticipated, in event the oats are not sowed within the next 10 days. Condition of winter wheat favorable, but acreage is small.—S. H. Johnson, v. p. and f. t. m. C. R. I. & P. Ry.

Des Moines, Ia., Apr. 18.—Seeding of oats averages about 40% completed, ranging from none in some sections to as much as 75% to 90% in others. There may be an increase of barley acreage, and some of the land intended for oats may be planted to corn. Winter wheat and rye looking unusually good.—Charles D. Reed, Meteorologist.

KANSAS.

Marion, Kan., Apr. 10.—Wheat is looking fine. Lots of rain.—C. E. Pierce.

Bluff City, Kan., Apr. 17.—Wheat crop about an average. Some reports of green bug damage to oats in south part of county.—Emmett Berry.

Irving, Kan., Apr. 10.—Wheat is coming out in good shape. Other spring work is backward account of damp weather.—Farmers Elvtr. & Supply Co., J. G. Chitty, mgr.

Bushton, Kan., Apr. 10.—Wheat prospects in our immediate territory are very good. With proper weather until harvest, will raise a good crop.—Bushton Grain & Supply Co.

Bentley, Kan., Apr. 13.—Growing wheat here as good as I have ever seen it. Acreage large; plenty of moisture and I have not heard of any bugs. Oats and corn acreage small.—J. A. Armour.

Fowler, Kan., Apr. 15.—The wheat crop here looks like almost another failure. From the present prospects I do not think we will have over 40% of a crop at the best and when harvest time comes I think it will be much less as so many of the fields are so thin and the plant so small and tender that the weeds will take it.—Fowler Equity Exchange, S. Frey, mgr.

Topeka, Kan., Apr. 17.—Early reports indicate Kansas wheat condition 65% of normal, with an estimate of 90,000,000 bus., but recent reports place it at 123,000,000 bus. In central, northern and northwestern sections conditions continue favorable for wheat, and in southwestern part there has been some improvement but there is considerable doubt whether spring sprouted wheat will produce much grain. Indications are for an increased acreage of corn, but a decreased acreage of oats.—S. H. Johnson, v. p. and f. t. m., C. R. I. & P. Ry.

Topeka, Kan., Apr. 21.—The area sown to winter wheat last fall was 11,277,682, the third largest in the history of the state. It is estimated that 26.3% will be abandoned, leaving 8,320,328. Average condition is 73.9 based on 100 as representing satisfactory stand and development. Damage and loss are attributed almost wholly to the dry fall and winter. Reports are very dubious as to the chances for a crop from that wheat which laid in the ground and did not sprout until after February and March. Favorable conditions may bring out some of that now thought to be worthless. Oats seeding has been delayed in many communities, and the acreage is 1,487,341 compared with 1,923,233 last year. Area sown to barley is 845,000, or 16.7% more than last year. The condition is 92.6. No corn has been planted, but it is estimated the acreage will be increased about 11% over last year.—Kansas State Board of Agriculture.

MICHIGAN.

Lansing, Mich., Apr. 20.—The damage to winter wheat from winter killing is not nearly as great as many had predicted. The condition is 83%, 7% lower than at this time last year. Rye suffered still less than winter wheat and the condition equals the 10-year average of 88%, altho 4 points lower than last year.—Michigan Crop Reporting Service.

MINNESOTA.

Twin Valley, Minn., Apr. 21.—Crops very poor in this vicinity last year.—Henry Vehle.

Little Falls, Minn., Apr. 20.—Seeding well under way in this section and expect a normal acreage.—Northwestern Mfg. Co., O. I. Romfo, mgr.

Minneapolis, Minn., Apr. 19.—Very little seeding has been done the past week because of continued rains and snows and the freezing of the ground at night. The season is 2 weeks later than the average. If conditions do not improve soon a decrease in spring wheat acreage may be looked for; and coarse grains and durum will be increased.—The Van Dusen Harrington Co.

MISSOURI.

Ladonia, Mo., Apr. 20.—Wheat crop not damaged much. Oats sowing two weeks late and full acreage will not be put in.—C. A. Wilder.

Marshall, Mo., Apr. 20.—Wheat looking good; acreage smaller than last year. No oats sown and this acreage will be put in corn.—H. R. Horstman.

Steedman, Mo., Apr. 20.—Crops half under water. What is left is looking fine. Will put acreage into corn. No oats will be sown this year.—H. Grotwiell.

Springfield, Mo., Apr. 21.—Growing crops never looked better here than they do at the present time. The only drawback is that oats acreage has been decreased 60% to 65% because of excessive rains.—L. S. Meyer, John F. Meyer & Sons Mfg. Co.

Kansas City, Mo., Apr. 17.—Rains have slightly damaged wheat in low and undrained lands in central Missouri, producing a rank growth. Plant has a healthy color. In northwestern Missouri wheat is in good condition. Planting of corn and oats will not start for a week or 10 days.—S. H. Johnson, v. p. and f. t. m., C. R. I. & P. Ry.

Golden City, Mo., Apr. 11.—Wheat in this vicinity is in fine condition.—J. P. McMillen, mgr. Morrison Grain Co.

Center, Mo., Apr. 20.—Wheat looks fairly good. Don't suppose 500 acres oats are sown in county, against over 3,000 normally.—H. J. Smith.

Jefferson City, Mo., Apr. 15.—Missouri's 1922 wheat condition on the 3,219,000 acres sown last fall is 88% of normal, indicating yield of 37-628,000 bus. The condition a year ago was 93%. Oats seeding only 30% completed against 94% a year ago. The acreage is as yet small and unless rains stop and conditions become favorable within the next few days the acreage will be very light. That which is seeded is coming up slowly, with some rotting of seed in the southwest.—Missouri Crop Reporting Service.

NEBRASKA.

Oxford, Neb., Apr. 15.—Wheat looking fine, and we have moisture for 2 weeks.—Guy R. Patrick, mgr. Oxford Farmers Exchange, Inc.

Lawrence, Neb., Apr. 15.—We have had a great deal of moisture here and wheat is in good condition. Think we will have an average crop.—J. P. Christianson, agt. Duff Grain Co.

Rogers, Neb., Apr. 17.—Winter wheat is looking good here, oat planting late on account of so much rain; a number of farmers are just starting to plant their oats.—T. B. Hord Grain Co., L. C. Gerriets, agt.

Omaha, Neb., Apr. 17.—Recent rains of great benefit and soil is in excellent condition. Condition of winter wheat 80%, or 13% less than last year; forecasted production 60,101,000 bus., compared with 57,000,000 bus. last year. Plowing for corn delayed. Rye condition estimated at 85% compared with 91% last year.—S. H. Johnson, v. p. and f. t. m., C. R. I. & P. Ry.

NEW MEXICO.

Tucumcari, N. M., Apr. 17.—Weather has been very dry. More moisture is needed so farmers may prepare their land for planting.—S. H. Johnson, v. p. and f. t. m., C. R. I. & P. Ry.

OKLAHOMA.

Seminole, Okla., Apr. 10.—The outlook for small grain only fair.—Farmers Union Co-op. Exchange, W. F. Varnum, mgr.

Fay, Okla., Apr. 15.—The wheat crop is looking good in our part of the country.—The George Koch Grain Co., A. W. Gates, mgr.

Cherokee, Okla., Apr. 11.—Prospect for wheat crop about 60%. Not much old wheat in country now.—Bowersock Mill & Elvtr. Co., J. W. Grim, mgr.

Laverne, Okla., Apr. 15.—Windstorms have hurt some of the wheat badly. Not much grain left in the country now.—Choctaw Grain Co., Glenn Usher, mgr.

Billings, Okla., Apr. 21.—Quite a few green bugs are doing a lot of damage in Noble and Garfield Counties.—Farmers & Merchants Elvtr. Co., Wm. Hayton, mgr.

Oklahoma City, Okla., Apr. 17.—Condition of winter wheat now estimated at 74% of normal and prospects for better than average yield if green bugs do not cause more than usual damage later on and sprouting is not delayed. Corn planting delayed by wet weather.—S. H. Johnson, v. p. and f. t. m., C. R. I. & P. Ry.

OREGON.

Baker, Ore., Apr. 11.—Crop situation is O. K. on fall grain, late winter making it bad to start spring work. Hay situation critical should cold weather last another two weeks.—O'Bryant Grain Co.

SOUTH DAKOTA.

Chamberlain, S. D., Apr. 14.—Our soil is in good condition and wheat seeding is $\frac{2}{3}$ done. A few days more will finish wheat seeding, which will be $\frac{3}{4}$ Marquis, $\frac{1}{4}$ Durum, and 25% increase in acreage over last year.—Co-op. Grain Co., W. H. Dinehart, mgr.

Minneapolis, Minn., Apr. 19.—In this state and the southern half of Minnesota, farmers were able to work several days the past week except in a number of wet districts. In a few districts a considerable amount of seeding has been done.—The Van Dusen Harrington Co.

TEXAS.

Huntoon, Tex., Mar. 13.—Not much prospect for wheat here. We are having quite a snow at this writing.—Huntoon Equity Union Exchange, O. A. Cook, mgr.

Lockney, Tex., Apr. 11.—Winter wheat here looking fine, about 60% acreage. Good acreage of oats and spring wheat which is up and doing fine.—Leslie Floyd Grain Co.

Floydada, Tex., Apr. 12.—Only very small acreage of wheat here that was sown early enough to come up. Nearly all of land will be planted in row stuff.—South Plains Grain Co.

Fort Worth, Tex., Apr. 17.—Wheat coming up in Panhandle section and looks well. Ground in excellent condition and acreage of row crops will be large. In eastern central and north central sections some corn and small grain planted in lowlands have been washed out, but general result is extremely good; wheat greatly benefited by rain and a good yield is expected; condition about 60% of normal; oats about 75% of normal. In southwestern section corn has been planted and in many places it is up; oats crop greatly improved; good crops of milo maize predicted.—S. H. Johnson, v. p. and f. t. m., C. R. I. & P. Ry.

Wichita Falls, Tex., Apr. 14.—Returns sent to us giving the crop conditions on Apr. 8 in the territory from Clinton, Okla., west and including all of the Panhandle of Texas show that the condition in Wichita Falls, South Plains and Oklahoma territory has improved, while on the North Plains there has been a

little decline. A few reports state the weeds are beginning to grow faster than the late wheat. Every report showed plenty of moisture at present, altho a few scattered reports from all territories indicated there is not enough moisture in those localities to carry the crop thru a long dry spell.—Wichita Mill & Elevtr. Co., by H. L. Stover, mgr. grain dep't.

WISCONSIN.

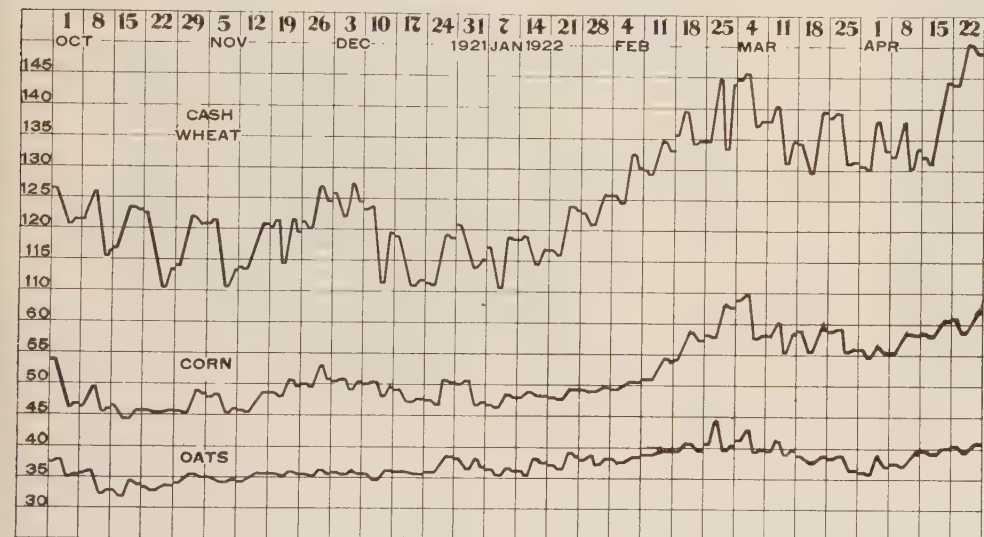
Madison, Wis., Apr. 12.—A production of 1,922,000 bus. of winter wheat is forecasted for 1922, compared with 1,424,000 bus. in 1921 and a 5-year average of 1,728,000 bus. There has been considerable damage to the crop. Rye suffered less damage than wheat, and production of 6,625,000 bus. is indicated, compared with 4,756,000 bus. in 1921.—Wisconsin Crop Reporting Service.

WYOMING.

Riverton, Wyo., Apr. 7.—A wet 10-inch snow the past two days will delay spring sowing of crops about ten days. Probably 5% of the spring wheat is sown already in this section.—Riverton Elevtr. Co., A. B. Carlson, mgr.

Cash Wheat, Corn and Oats Fluctuations from Sept. 26 to Apr. 22.

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each week a few cents above or below the extreme charted.



Daily Closing Prices.

The daily closing prices of wheat, corn, oats, rye and barley for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.

	Apr. 10.	Apr. 11.	Apr. 12.	Apr. 13.	Apr. 14.	Apr. 15.	Apr. 16.	Apr. 17.	Apr. 18.	Apr. 19.	Apr. 20.	Apr. 21.	Apr. 22.
Chicago	133½	131½	130½	133½	142½	140½	139½	142½	142	145½	147½	145½	
Kansas City	120½	118½	117½	121	128½	125½	125½	129	130½	132½	134½	131½	
St. Louis	131½	129	129	132	139½	128½	137½	140½	140½	142½	143½	141½	
Minneapolis	144	142½	141½	144	150½	150½	149½	151½	150½	154	157½	155½	
Duluth (durum)	127½	125½	125½	127½	128½	132½	131½	132½	133	134½	136½	135½	
Winnipeg	134½	133½	132½	136	139½	138½	137½	140½	140½	142½	144	142½	
Toledo	142	139½	139	142½	148	146	144	146	146	148	150½	145½	
Milwaukee	133½	131½	130½	134	142½	140½	139½	142½	143½	145½	147½	145½	

MAY CORN.

	Apr. 10.	Apr. 11.	Apr. 12.	Apr. 13.	Apr. 14.	Apr. 15.	Apr. 16.	Apr. 17.	Apr. 18.	Apr. 19.	Apr. 20.	Apr. 21.	Apr. 22.
Chicago	59½	59½	60	61½	60½	59½	61½	61½	61½	61½	61½	61½	
Kansas City	53½	53½	53½	53½	55½	54½	53½	55	55½	55½	55½	55½	
St. Louis	58½	58½	58½	58½	59	58½	58½	59	59½	59½	59½	59½	
Milwaukee	59½	59½	59½	59½	61½	60½	59½	61½	61½	61½	61½	61½	

MAY OATS.

	Apr. 10.	Apr. 11.	Apr. 12.	Apr. 13.	Apr. 14.	Apr. 15.	Apr. 16.	Apr. 17.	Apr. 18.	Apr. 19.	Apr. 20.	Apr. 21.	Apr. 22.
Chicago	37½	37½	37½	37½	38½	38	36½	37½	37½	38	38½	37½	
Kansas City	34½	34½	33½	34½	35½	35½	34½	34½	35	35½	35½	35	
St. Louis	37½	37½	37½	37½	38½	38½	37½	37½	38½	38½	38½	38½	
Minneapolis	33	32½	32½	33	33½	33½	32½	33½	33½	33½	34	33½	
Winnipeg	48	48½	48	49½	50	49½	49½	49½	50	51½	51½	51½	
Milwaukee	37½	37½	37½	37½	38½	38	36½	37½	37½	38	38½	37½	

MAY RYE.

	Apr. 10.	Apr. 11.	Apr. 12.	Apr. 13.	Apr. 14.	Apr. 15.	Apr. 16.	Apr. 17.	Apr. 18.	Apr. 19.	Apr. 20.	Apr. 21.	Apr. 22.
Chicago	103½	102½	102½	104½	107½	107½	106½	107	108½	110½	112	110½	
Minneapolis	93½	92½	92½	94½	96½	96½	95½	96½	97½	99½	101½	100	
Duluth	93½	97½	97½	99½	102½	103½	101½	102½	104½	105½	107½	106½	
Winnipeg	102	101½	101½	103½	105½	105½	104½	106½	108½	109½	111½	110½	

MAY BARLEY.

	Apr. 10.	Apr. 11.	Apr. 12.	Apr. 13.	Apr. 14.	Apr. 15.	Apr. 16.	Apr. 17.	Apr. 18.	Apr. 19.	Apr. 20.	Apr. 21.	Apr. 22.
Chicago	65½	65½	66	66	66	66	66	66	66	66	66	66	
Minneapolis	57½	57½	56½	57½	57½	58½	57	57½	57½	57	57½	57½	
Winnipeg	66½	66	65½	67½	68½	68½	66½	67½	68½	69½	69½	69½	

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

ILLINOIS.

Springfield, Ill., Apr. 15.—Corn movement continues light and the majority of farmers are inclined to favor feeding the corn on the farms rather than selling at present prices.—A. J. Surratt, agricultural statistician.

Oneda, Ill., Apr. 10.—The grain movement from this point is at a standstill account of impassable roads. Little if any field work has been done in this section of the state. Oat sowing four to five weeks late now. It is raining, at this writing, which will further delay field work.—L. B. DeForest Elevtr., R. W. DeForest, mgr.

IOWA.

Buck Grove, Ia., Apr. 21.—There will be no grain marketed until after corn planting. Look for liberal movement of corn then.—H. G. Scott.

KANSAS.

Canada, Kan., Apr. 11.—Old crop of wheat about all marketed. New crop looking good and moisture plenty.—Siebert Bros.

LOUISIANA.

New Orleans, La., Apr. 1.—Exports of grain thru this port during March was as follows: wheat, 1,707,691 bus.; corn, 5,444,888 bus.; oats, 70,255 bus.; and rye, 77,142 bus., compared with wheat, 3,945,584 bus.; corn, 2,617,054 bus.; oats, 32,710 bus.; barley, 27,010 bus.; and rye, 222,857 bus. in March, 1921.—Geo. S. Colby, chief grain inspector and weighmaster, Board of Trade.

MINNESOTA.

Little Falls, Minn., Apr. 20.—All grain of last year's crop is now in elevtr., and there is a scarcity of corn and oats for feeding purposes but a good demand for all feeds.—Northwestern Mlg. Co., O. I. Romfo, mgr.

NEBRASKA.

Oxford, Neb., Apr. 15.—No grain moving; nearly all gone.—Guy R. Patrick, mgr. Oxford Farmers Exchange, Inc.

OHIO.

Glenmore, O., Apr. 13.—Very little grain moving; price not satisfactory. Lots of oats and corn in farmers' hands yet.—Glenmore Grain Co., F. J. Gehres, mgr.

OKLAHOMA.

Laverne, Okla., Apr. 6.—I find quite a bit of grain in the country yet. I guess they are holding till May. The growing crop is coming fine.—Choctaw Grain Co., Glenn Usher, mgr.

TEXAS.

Tulia, Tex., Apr. 12.—Grain movement from farmers is very slow and a crop report is very hard to make at present as grain was so late in coming up it does not look good now.—Porter Grain Co.

PENNSYLVANIA.

Philadelphia, Pa., Apr. 15.—Receipts of grain during March were as follows: wheat, 3,393,288 bus.; corn, 2,245,712 bus.; oats, 144,691 bus.; rye, 149,624 bus.; barley, 18,111 bus., compared with wheat, 1,089,426 bus.; corn, 2,717,824 bus.; oats, 182,682 bus.; rye, 42,362 bus., and barley, 8,341 bus., in March, 1921. Shipments in March this year were wheat, 1,965,645 bus.; corn, 1,756,790 bus.; oats, 29,923 bus.; rye, 58,502 bus., compared with wheat, 1,471,654 bus.; corn, 1,996,269 bus.; rye, 45,894 bus.; and barley, 13,970 bus. in March, 1921.—The Commercial Exchange.

PATENTS may be limited in life to 5 years, when the patentee fails to make use of his invention, if a bill recently introduced in congress becomes a law. A further provision would limit the life of a patent to 2 years when it is sold by the patentee and not used by the purchaser. The bill is designed to operate against the practice of a corporation buying patents and holding the improved product off the market to stifle competition.

Moving Bulk Grain

Grain Elevator Legs.

Have you discovered the real reason or any reason for grain dealers calling the grain elevating device a leg? Why not call it a run or a lofter? Early writers insist that it is due to the fact that all grain was originally carried up stairs in measures of uniform size and dumped into the tops of bins being classified according to kind and quality. Paintings of grain silos used by the early Egyptians disclose no means other than leg power for elevating grain to the tops of the storage silos. Hence it must be that our modern grain elevating device gets its name from the leg power used to lift grain when storage silos were first constructed.

The grain elevating leg as we find it in the most up-to-date elevators of today is identical in its principles of operation with the elevator leg first invented by Oliver Evans 136 years ago.

Evans had a number of small troughs or buckets arranged at regular intervals on a flat band carried upon an upper and lower drum so that in passing over the upper drum the centrifugal force threw the grain clear of the

conveyor belts now are made in any width or length desired.

How hard put to find materials of construction the engineers of those days were may be understood when Evans in his patent described his elevator leg as a continuous leather, cotton or flannel strap with small buckets at intervals.

The first grain elevator in Chicago was built in 1838. It was simply an old warehouse, with an elevator leg put in it, a belt with buckets on it, and at the top an old horse on a treadmill furnished the power which elevated grain to the top of building where it was spouted on to the floor. Holes were cut in the floors to let the grain fall down on to the next story. The spouts leading out to the vessel in the river shows that bulk grain was then loaded into sailing schooners.

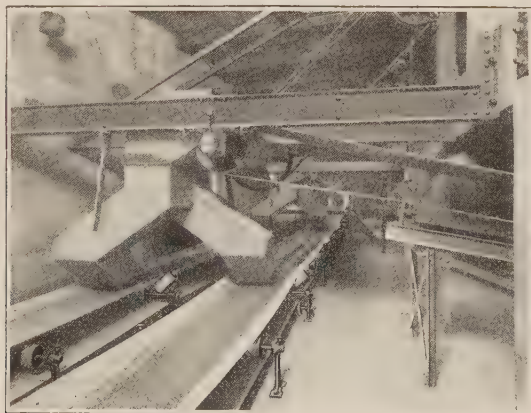
Conveying Grain Horizontally.

When grain was produced in limited quantities, each community growing the grains that were consumed locally and each family providing for its own requirements of grain and

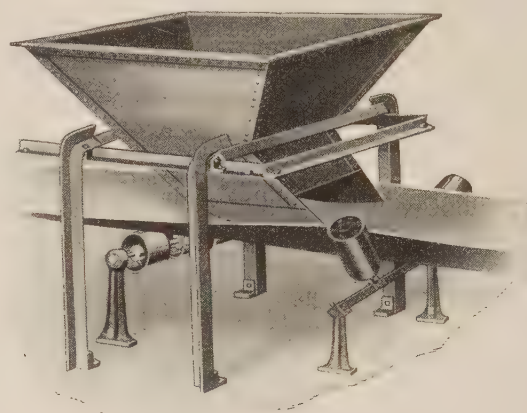
descriptions we have of that first lofting device the two embody the same mechanical and engineering principles.

It is not easy to trace the origin of means for horizontal conveying. Undoubtedly the earliest conveyors were of the screw or drag type, with the band or belt carrier a later development. It seems certain that the belt conveyor came from England, and in his treatise on "The Mechanical Handling of Material" Zimmer, an English engineer, gives credit for the invention to George F. Lyster, engineer of the Liverpool Docks. In 1868 Mr. Lyster carried out a series of experiments on behalf of the governing body of the Docks to ascertain what type of conveyor was most suitable for the mechanical handling of grain. His experiments were initiated on worn conveyors of different types, but these proved altogether inadequate for handling the large quantities of grain required, principally because of their small capacity and the amount of power necessary for driving them. He then began to experiment with endless traveling bands, and after a few preliminary trials with small canvas bands, made further trials with one 12 in. wide. The capacity of the latter, when fed to its fullest extent, was found to be about 35 tons of grain per hour when it traveled at the speed of 8 ft. per second.

Mr. Lyster also found that grain had no



Two-way Spouts Delivering Grain to Two Conveyor Belts Simultaneously.



Hopper for Loading Belt Conveyor.

leg into a pivoted wooden spout, which could be rotated to discharge the grain where required. Evans applied the power to the head pulley shaft, just as in our present day elevators.

After Evans' death in 1819 little progress was made in the introduction of the improved elevating equipment until some time between 1842 and 1847 when Joseph Dart built a steam power grain elevator at Buffalo, which was so successful in operation that 24 grain elevator plants had been erected at Buffalo by 1866.

The elevator idea spread to other ports, and in the early 60's George Clark of Buffalo built for Flint & Thompson of Chicago, Ill., an elevator with the then enormous capacity of 1,250,000 bus.

Altho Evans was a prolific inventor of other grain handling and milling appliances as well as the originator of the high pressure steam locomotive it does not appear from the records that he anticipated the conveyor belt of today. His conveyor was a belt with wooden cleats on the under side that scraped the wooden trough and dragged the grain in a horizontal direction. Drags of this type are now in use in country grain elevators to move ear corn from wagon dump sink to corn sheller or elevator boot; but Evans did not feed the grain to the upper surface of a wide belt running on rollers as practiced in the large terminal elevators today. At that time it was practically impossible to obtain the wide belts required for conveyors and Goodyear had not yet invented the vulcanized rubber of which

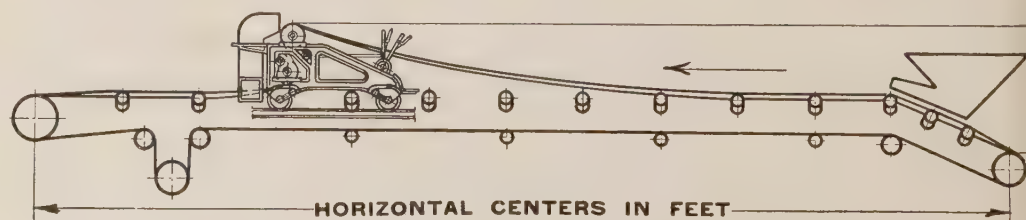
feed, whatever grain handling was done was performed by manual labor. As conditions changed, the need arose for mechanical means to take the place of men, but a study of the history of grain handling leads to the conclusion that it was not until the settlement of the prairie and plains sections of the United States that the active development of grain elevating and conveying equipment began. Still earlier than this, however, Oliver Evans had invented the elevator leg. His first use of the device in a Pennsylvania mill dates back to about 1786.

It is a distinct tribute to that early Pennsylvania miller that the basic principles of the leg of his invention were so sound that it has not been found necessary or possible to change to other fundamentals in the subsequent improvements. Evans' leg would appear crude alongside the efficient steel lofter leg of an up-to-date port elevator no doubt, but so far as we are able to judge from the

tendency to fall off the band or belt and that even single grains, when placed near the edge, remained in position while passing over the carrying rolls.

The preliminary work thus begun was carried forward by numerous engineers and elevator operators. In a paper describing the warehouse and machinery for the storage and handling of grain at Alexandra Dock, Liverpool, prepared by W. Stapleton and appearing in the Proceedings of the Institution of Mechanical Engineers (British) in 1891, the statement is made that the plant was located a considerable distance from the dock, and that the conveyors traveled underground and traversed a large angle by a rising junction. These conveyors operated at a speed between 540 ft. and 600 ft. per minute.

In early belt conveyors, the top rollers were considerably inclined to give a grooved or troughed cross surface to the belt, but it was later determined that this arrangement is su-



Horizontal Belt Conveyor with Gravity Take-up, located at proper point, receiving material on incline and discharging by means of amovable Tripper.

perfluous, as the cohesion of the grain tends to heap it towards the middle of the belt. It was learned, however, that it was necessary to deliver the grain properly to the flat belt, and that it is desirable to give to the grain at the point of feeding a forward motion in the same direction as that of the moving belt. In many installations it is the practice to trough the belt slightly at the point of feeding to give greater assurance that none of the grain will be projected beyond the edges, and then to permit it to run flat for the remaining portion of the distance it traverses.

Screws and Drags Displaced: In large elevators, and even in many of the smaller plants, belt conveyors have practically displaced drag and screw conveyors for moving grain. They can be operated at much higher speeds, thus materially increasing the capacity of the plant, they require less power, and they are comparatively free from the liability to break down in service. The present day, typical belt conveyor consists essentially of a wide, endless rubber belt running over a driving roll at one end and a driven roll at the other, and supported at intervals thruout its length by carrying rolls. The return side of the belt is likewise supported on idler rolls, altho it does

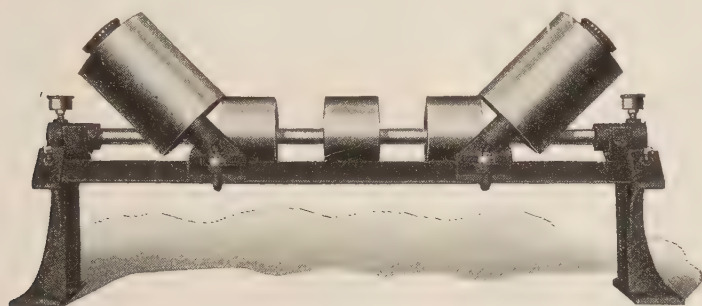
made to discharge to another moving in the same or a different direction and plane, thus giving almost endless possibilities of combination.

Trippers: Originally, belt conveyors probably discharged only at the end. Later, trippers were designed to cause discharge at intermediate points, and now both stationary and traveling trippers are available so that discharge may be accomplished at any point along the run of the belt. Traveling trippers may be self-propelled or manually operable.

The tripper, also, is thought to have been invented by Mr. Lyster, who referred to it as a "throw-off carriage." In principle, all trippers consist of a series of guide pulleys by means of which the belt is lifted considerably above the normal level, then depressed again to that level, describing a curve in the nature of the letter "S." The grain, of course, is carried up with the belt, but instead of dropping with the belt to traverse the "S" curve, it is thrown forward at the top and is there received in a hopper which forms part of the apparatus. From this hopper it is spouted sidewise to clear the belt. The tripper used at Liverpool Docks in 1868 was probably the first device of its kind, but the same principle

On page 1189 of the Journal for June 25, 1920, there was pictured and described the Stewart automatic conveyor belt tightener. It consists of a shaft, separate from the driven roll but mounted with fixed relation to that roll, and having wire ropes passed about the shaft and extending to the bearings in which the roll rotates. These bearings, in turn, are mounted upon rails on which they may slide longitudinally. The shaft first referred to is provided with a sheave on one of its ends, and about this sheave there is wrapped a second wire rope that leads thru pulleys to a weight which hangs freely. The downward pull of this weight, which is of a size gauged to suit the conveyor on which it is installed, causes the shaft to turn. The turn of the shaft causes the wire ropes to pull against the bearings and thus maintains an even tension on the belt. As the pull is exerted equally upon each of the bearings they are also kept in perfect alignment with each other.

In another form of constant tension gravity tightener, two of the carrier rolls serving the return side of the belt are made somewhat larger than the others and are spaced more closely together. The belt is made long enough to permit a loop to drop between these two



Trunnion Supported Troughing Roll for Belt Conveyor.



Magnetic Pulley on Belt Conveyor.

not require so many rolls as the top or carrying side. The power may be applied at either end, but it is considered better to drive on the delivery end rather than on the receiving end as the pull is then exerted on the tight, or loaded side of the belt. The principle involved is the same as that which dictates that elevator legs shall be driven from the head shaft instead of the boot shaft.

Belt conveyors are used for various purposes in the grain handling plant, chief among these being the movement of grain from receiving sinks to receiving leg boots; from elevator heads to storage bins; from storage bins to boots; and from shipping legs and bins to spots that discharge vessels.

The belts may be run level, or inclined, and may be made any reasonable length. A belt is seldom used when the angle with the horizon (or level) is above 20 deg., and indeed when the slope is above this it is seldom necessary to use a conveyor as a direct spout can generally be substituted. One conveyor may be

is used in all trippers of today's manufacture.

Automatic Takeups: One of the difficulties which it was found necessary to overcome in belt conveyor installations was the tendency of the belt to expand and contract under variations of temperature and other conditions, as well as its inherent tendency to stretch in service. It was long the practice to provide the driven end roll with a tightening screw mechanism for hand adjustment to increase or decrease the distance between the driven and driving rolls, thus making allowance for changes in the length of the belt. This is still done in some installations, but it is practically impossible thus to obtain adjustment that will keep the belt always at the tension which gives the maximum of efficiency. Workmen forget; or they may not know just how much to turn the screw in a given direction. Engineers specializing in grain elevator design recognized that this adjustment could be better obtained with an automatic device and they set about to develop it.

rolls, and into this loop there is placed a heavier idler roll that is held against longitudinal swinging by bearing guides that permit free vertical movement of the bearings and roll. In some installations heavy weights are hung to the heavy idler. The pull of gravity on this sliding roll holds the belt taut thruout its length.

Various kinds of belting have been used on grain conveyors. Lyster tried canvas at first, and it gave him reasonably good service, but with the invention of a process for treating rubber, and with the subsequent perfection of what we know as rubber belting, engineers were given a conveying band that proved so satisfactory it has now come into almost universal use. The belting should be of a good grade, prepared especially for the purpose. Quality is essential, especially when it is used on a conveyor operating in a tunnel where dampness may be a factor, in order that deterioration and decay of the cotton fabric may not shorten the useful life of the belt.

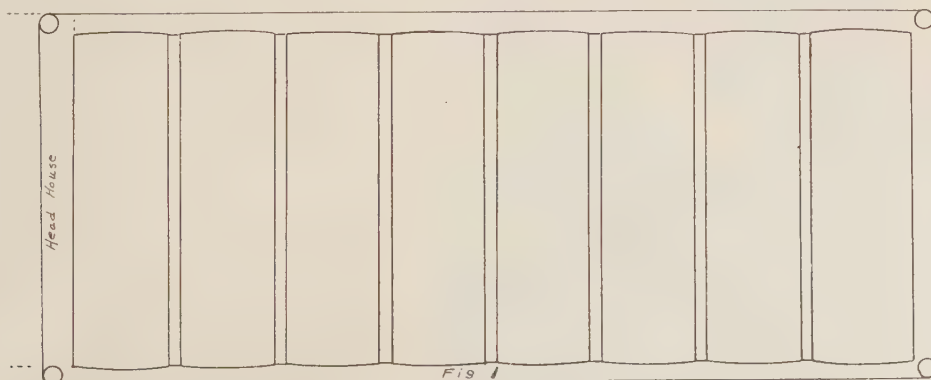


Fig. 1. Belt Conveyor serving number of tanks extending quite a distance from head house, but not very high. Conveyor runs over tanks, down to tunnel below tanks, and thence back to head house. A material saving of belting was effected.

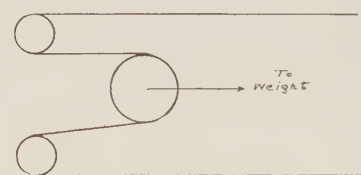


Fig. 2

Fig. 2. Gravity tightener on conveyor belt. The tightening pulley is free to move horizontally, and a weight pulling against it keeps the belt taut.

To get guiding action and the proper support from the central (horizontal) part of the carrying rolls, a belt, when troughed, should assume its troughed shape of its own weight. If it is too thick it rides the inclined side rolls, runs out of line and bears hard against the guide rolls at the side, thus injuring the edges of the belt. If too thin, it has a tendency to crease in the angle of the trough, starting separation of the plies and causing rapid wear, and it will also tend to lose its troughed shape between idlers. As has already been pointed out, troughing is not necessary in a belt carrying grain, but wherever it is thought advisable to trough a belt these rules should be kept in mind.

It may be accepted as a universal rule that anything that tends to chafe away or otherwise to break the belt's protecting rubber coating will greatly shorten its life. Therefore, every effort should be made to guard against unnecessary frictional contact with adjacent objects.

The number of plies advisable in a given belt depends much on its width. Engineers generally recommend 5 or 6 ply belts when the width is 24 in., and increase the number of plies up to 8 or 9 for belts as wide as 54 in. to 60 in., and to a still higher number of plies for wider belts.

The degree of incline which may be given to a conveyor depends on the nature of the material to be handled, but in general it should be well below the angle at which the material will flow, i. e., its angle of repose or natural slope. It is obvious that a belt will not carry grain vertically; and whenever it is necessary to deal with an incline approaching the angle of repose it is preferable to interpose an ordinary vertical elevator leg to accomplish the elevation at once, and then to cause this leg to serve a separate conveyor that will operate horizontally, or nearly so.

The speed of a belt for carrying grain may be as high as 1,000 ft. per minute. This indicates that the relatively small carrying and guiding rolls will revolve at very high rates of speed, and it is not difficult to understand that these rolls must be provided with efficient lubricating means. The use of ball or roller bearings is gaining in favor as one means of overcoming friction and reducing the lubrication difficulties. While the first cost of these types of bearings is more than that of the standard type of babbitted bearings, the saving is enough to warrant their installation in many cases. Babbitted bearings must be lubricated daily, while the ball and roller types are packed in grease and require attention only in-

frequently. The cost of the lubricant is much less and there is a material power saving. Especially is there a reduction in the power required to start a long belt under load, as the roller and ball bearings have less initial friction; and this makes the strain on the belt and on the driving mechanism less. Of course, it is better practice to start the belt empty, but it will occasionally happen that the belt is stopped while it is under load, and it must then be started while in the same condition.

Babbitted bearings may be of the collar or ring oiling types, but usually they are lubricated by means of grease cups, altho oil is preferred in some cases because the labor expense of attendance is reduced.

In the design that seems to be most highly recommended, the grease cups discharge the grease into the hollow shaft. A hole is drilled in the shaft about the center of the bearing, meeting the channel thru which the grease comes. This method introduces the grease into the bearing at its center, and as it exudes towards the ends it forms a collar which helps to exclude dust and dirt. A more recent design of shaft for grease lubrication substitutes a high pressure gun for grease cups, a practice that has been adopted from the field of automobile engineering.

In most installations of recent years, the belt conveyors are driven by electric motors. The shaft of driving motor and driven roll may be connected directly, but this is only possible when the roll can be run at very high speed, and generally the power is transmitted by silent chain or gears. Belts are used occasionally, but not frequently. If electric power is not available, or if for any reason another form of power is to be used the conveyors may be driven thru line shafts with silent chains, gears or belts.

Carrying rolls should not be spaced more than 5 ft. 6 in. apart for grain handling belts up to 30 in. wide. Above this width, the distance should be decreased, and for the widest belts it should be not more than 4 ft. to 4 ft. 6 in., according to the load carried and the width of the belt. Rollers for the return side of the belt should be spaced approximately double the distance of those on the carrying side. The rolls should be about 6 in. in diameter.

The Magnetic Pulley is an added feature that will be found of value in many plants for use in conjunction with the conveyor. This pulley takes the form of one of the end rolls, and should be substituted for that roll. It is to be built as an electric magnet, so that when the material passes over it all magnetic materials will be held in contact with the belt while the non-magnetic material is discharged free. The magnetic particles will continue to adhere to the belt until they pass beyond

the magnetic field of the pulley, and they will then drop. A receptacle or spout may be provided for their disposition.

The horsepower required to drive a belt conveyor will depend on several factors. Inclined belts require more power than level belts, and the distance of travel and weight of material carried must also be considered.

Two of the many formulas for computing horsepower are as follows:

For level belts:

$$H.P. = W \times (0.2 \times L) \div 33,000.$$

For inclined belts:

$$H.P. = W \times [(0.2 \times L) + H] \div 33,000.$$

Wherein

H.P. = Horsepower.

W = Weight of material carried per minute in pounds.

L = Length of conveyor in feet.

H = Height lifted in feet.

These formulas are based upon the supposition that bearings will be well lubricated. If the friction loss exceeds that which may normally be expected the power requirement will be greater; and it is always well to add a reasonable margin for safety.

Trippers require additional power for their operation, this varying from 1¾ h. p. for trippers on 24-in. belts to 3¼ h. p. for those on 36-in. belts, and still higher as belt width increases. There are several other formulas for figuring the horsepower needed, but those given are about as simple and reliable as any which do not require extensive tables of previously determined factors to make them usable.

Crop Report of American Steel & Wire Co.

The American Steel & Wire Co. on Apr. 22 issued its first crop report of the season, giving conditions for the more southerly parts of the country.

The season is described as being the exact opposite of last year, farming conditions now being 3 weeks behind whereas a year ago they were 3 weeks ahead of normal. This is due to too much moisture, farmers having been unable to get into their fields.

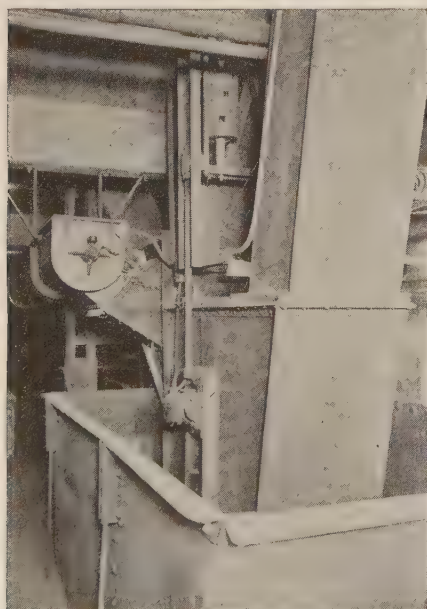
The report continues:

In some of the more southeasterly states, the ground has become dry enough to work, and in these sections farmers are making rapid progress. The great crop belt of the country, however, embracing the upper Mississippi basin, is entirely too wet to do much farm work. The more northerly sections have suffered from very fitful weather, including cold, snow, and sleet, according to locality.

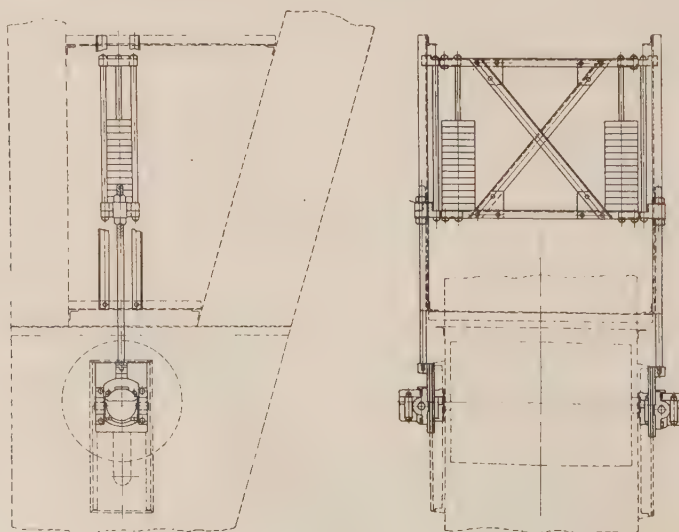
Oats appear to be the scarcest of all the grain crops on account of adverse planting conditions. Where weather was favorable, oats is looking good.

Wheat, altho on a slightly decreased acreage, looks good to very good.

Corn in most sections has not yet been planted, altho preparations are being made for a large acreage. There is some corn up in the more southerly states, and this is doing well and shows a good stand.



Take-up on Elevator Leg, for Keeping Belt in Proper Tension.



Detail of Take-up for Leg Belt.

Western Grain Dealers Hold Enthusiastic Meeting

The 22nd annual convention of the Western Grain Dealer Ass'n, held at Des Moines, Ia., Apr. 11 and 12, was a great success. The attendance (310 registered) was larger and cheerful optimism has displaced the pessimism of 1921.

The first session was called to order by Pres. Lee Davis, of Scranton, Ia., at 10:45 a. m. Tuesday, after the dealers had been attracted to the convention hall by the community singing led by Ray Murrell of Cedar Rapids.

Pres. Davis read his annual address as follows:

President's Address.

History is made fast in the grain trade; the question of car shortage so vital last year, has apparently solved itself this year in the return of railways to private management, and the consequent reassembling of box car equipment on home lines.

There has also been very marked improvement in the morale of the service, and a very gratifying reduction in grain freight rates.

Our interest in the grain business is inseparably connected and bound up in the welfare and prosperity of the great distributing system of which we are a part.

I sometimes wonder why we always allude to it as a distributing system, when so much of our work up to a certain point, is assembling or gathering in. For the greater part of the life of this organization, the efforts of those who did not wish us well, and there were quite a few, were directed toward taking over this function of gathering in or assembling—the work of the country elevator.

In this the farmer has met with varying success, and his venture into the realm of merchandising has in most cases been expensive, and in many disastrous. He has acquired by experience knowledge of the cost of doing business and the hazards to be assumed.

In the last few years however it seems they are becoming ambitious—they are moving up, and are going to take over the terminals and the grain exchanges, and with the help of Uncle Sam, organize a real "grain trust," and build some real large granaries and hold their grain until somebody gets hungry enough to pay their price (or until Canada, South America, Australia, et al., have met the demand for grain), after which they will market said immense holdings in "an orderly manner."

Great phrase that "orderly manner." I have a fool notion that the only truly orderly manner this old world has ever seen or will see grain marketed, is the same orderly manner in which the farmer always has been selling—when he is jolly well pleased and needs the money.

Among laws enacted is the Capper-Tincher bill regulating grain exchanges, but so modified and amended as to eliminate many of its objectionable features, so that they may continue to operate with their usefulness not greatly impaired.

More recently the Co-operative Marketing Bill was passed. Now the only trouble with this bill is that it is all wrong—fundamentally wrong, in that it confers powers and privileges on one group of citizens denied to all other citizens; likewise granting immunities from penalties of laws other citizens are required to obey. The producer is seeking to enter the field of business without taking a business chance.

We cannot discuss these features without recognizing and setting over one against the other the two rival and competing systems of merchandising grain—the competitive, which recognizes and encourages personal initiative, pride in ownership, capital invested and backed by personal endeavor, and the co-operative system or plan seeking to occupy the same field, each having similar units, local elevators, state ass'ns and national ass'ns.

Just why government should interest itself at all is hard to understand, for there cannot help, but in the nature of things acute competition between the two systems, and it is yet harder to understand why government, which is supposed to be for all alike, should definitely take the side of and aid one system as against the other? Why should the Sec'y of Agriculture think it necessary to act as wet nurse to co-operation? If co-operation cannot engage in business under laws considered wise and just for all other business activities, as a principle it is not worth saving.

Government and Business.—Why pass laws declaring certain acts essentially wrong for the one party, but eminently proper and beneficent for the other? Witness this co-operative marketing bill placing co-operatives outside the operation of the anti-trust act, and the further fact that almost without exception every regulatory act proposed in the last ten years has

carried a clause exempting the co-operatives from its provisions.

It is quite refreshing to note in this connection that Chief Justice Taft, while President of the United States, vetoed an important appropriation bill, because it contained this sentence: "No money herein appropriated shall be used for the prosecution of farmer or labor organizations for violation of the Sherman Anti-Trust Act." Would Chief Justice Taft now hold this co-operative marketing bill constitutional in the light of this veto as President? I do not think so. Also more recently in the State of New York a statute was declared null and void for the reason that it discriminated between citizens, containing a clause exempting certain co-operative organizations from its operation.

The law under consideration confers powers and privileges on one class or group of citizens denied to others, empowering producers to combine for the purpose of holding and controlling not only their own crops, but buying and holding and controlling their neighbor's as well.

This would look like a case of "go as far as you like," but no, the Sec'y of Agriculture is made a sort of referee, so the situation resolves itself into a game of baseball, with a different set of rules for each team, and the captain of the visiting team umpiring the game.

It is very evident that the attitude of government toward trade organizations is of the greatest importance to us, and in this connection the recent correspondence between Sec'y of Commerce Hoover and Attorney General Daugherty is of paramount interest.

We are impressed at once with the fairness and openness characteristic of the man, in this effort of the Sec'y of Commerce to clarify the situation to such an extent that trade ass'ns may be advised or understand what activities may be lawfully undertaken, and to what extent the members may co-operate along various lines, in the collection and use of trade information with special reference of course, to its relation to the provisions of the anti-trust act. The conclusions we arrive at after quite a study of this correspondence, is that the Sec'y of Commerce is rather friendly to all ass'n work in which it is sought to promote and advance economic organization and the public welfare; his discussion of course is along the lines of what ass'ns may lawfully do, and not as to the wisdom or justice of those laws. He makes it

very clear that what two rivals or competitors may each do as individuals, in the way of securing information of advantage in the prosecution of his business, may readily be illegal if both join forces and do the same things together, the principle being the same whether two or two hundred. He makes it quite clear also that in the collection of trade information and data the interests of the public must not be ignored, but that in such an ass'n as ours information or trade statistics released to members, should also be released to the public at the same time. This position seems too altruistic to us. The question naturally arises, why go to the trouble and expense, if we are to share the benefits if any with others in business who will not co-operate with us, and with the public, neither of whom share in the expense?

We may: Adopt a standard cost accounting system, uniform trade phrases, standard grades, forms of contract, machinery and processes.

Co-operate in the collection of credit information, in management of legislation and litigation, in collection of statistics, production, consumption, and distribution, and dissemination of reports to members and to the public.

We may not: Conspire to enhance prices, curtail production, or suppress competition, nor collect credit information for the purpose of establishing blacklists.

It would appear then, after all, that the only way to find out if any certain plan of action an association may adopt is to be considered a violation of law, is to try it out, then if in the opinion of some zealous bureau or department there is a suspicion of wrong doing, or an outcome which might be considered or construed as having been influenced by such action, prosecution will follow, or an investigation be ordered by some over-zealous senator who is playing for votes. It is unfortunate for us that we have so few votes, since we are governed largely by politicians in place of statesmen,—so few votes that we are not worth noticing. It has become one of the popular amusements among the politicians to take a crack at the regular grain trade,—as popular as throwing rocks at Rockefeller.

Investigation of G. D. N. A.—I would like each of you to read the record of the proceedings had in the hearings before the sub-com'te of the Com'te of Agriculture pursuant to investigation of the activities of the Grain Dealers' National Ass'n and other organizations, one member of which committee was a member of the noted "com'te of seventeen," was then and is now a member of the "farm bloc," elected by North Dakota Non-Parisan League votes. Did the officers of the ass'n appearing before this Com'te and testifying freely and frankly as to all activities of the Grain Dealers National Ass'n complained of, including all proceedings and records of the Cincinnati meeting,—did these receive any respectful consideration? No, they did not; on the contrary, a man in the employ of the U. S. G. G. boasting that he had played the part of a spy at the meeting in Cincinnati, and of his astuteness in gaining admission to a meeting without an invitation, was a sort of honored guest and a star witness.

In the dark days of the world war when the imperative need of our government was to find men of parts, men who could do things,—do them quickly and well, to whom did it turn? To any of the men that have since posed as reformers and investigators? Not that I can remember. From the ranks of the successful business world, Herbert Hoover was chosen Food Administrator, and Julius H. Barnes, Wheat Director, and they played their parts so well that they won the respect and admiration of the whole country.

Called before the House Com'te on Agriculture in January, 1921, Mr. Barnes testified that in his opinion the Capper and other bills that had been introduced in congress would do more harm than good, that competition is active and keen in the various trade processes between farm and the ultimate table, and is the great protection of both producer and consumer. He advanced an able argument in favor of the importance of grain exchanges as a factor in a great marketing system. Did his views receive serious attention before that committee? Apparently not. Was Mr. Hoover's testimony to the same effect heeded? No.

In passing such measures as the Capper-Tincher bill, it would seem that our lawmakers have listened only to the socialistic appeals of agitators who seek to handicap and if possible destroy business institutions of merit and worth. I believe, however, that there are signs of returning sanity.

We get a note of encouragement from an open letter written by Governor McKelvie of Nebraska addressed to one Benjamin C. Marsh of Washington, D. C. from which I quote: "The country is being plagued now by the efforts of a class of theorists, alleged economists and political demagogues, who are not content to regard our present day problems in the light of common sense, but prefer to attempt to thwart the operation of the age-old laws of economy with political action? We cannot hope to overcome permanently, by legislative act, the worldwide economic disorganization that was brought about by a four years' war. We of this period are having only the same experiences that have come to this nation and every other nation under similar stress throughout all history."



I. C. Edmonds, Marcus, Ia., President-elect Western Grain Dealers Ass'n.

County Agents: I note that our criticisms of the activities of the county agents are beginning to bear fruit and that many farmers and farmers' organizations are also protesting, and we find the assistant sec'y of agriculture addressing a gathering of county agents, calling attention to the multiplicity of complaints against various activities, admitting that there is a strong movement on foot demanding nothing less than the abolition of the county agents and even the repeal of the Smith-Lever law.

Some of this I might liken to the testimony of unwilling witnesses, but from it all I believe I rightfully conclude that the skies are clearing, that the tendency toward socialistic thought and class legislation is beginning to wane. We are asking no favors for ourselves, and deplore the past tendency to appease popular clamor with unwholesome legislation.

In conclusion I want to leave with you the thought of service. The grain dealer who has no higher conception of his mission in the community, than to make a living, acquire a competency, or perhaps to run out a competitor by strong arm methods, has a very poor opinion of himself and his calling. Remember that it is just as bad to wrong yourself as to treat a customer ill, and while you aim to deal so fairly that he will want to come back, make him treat you right also. Aim to keep the best elevator and give the best service in your territory, and you won't get lonesome for lack of patrons. For the coming year I wish for you all brighter business skies, wider margins, smoother going, less engine trouble, no blow-outs, and less departmental "driving from the rear seat."

The report of sec'y-treas. Geo. A. Wells was read:

Secretary's Report.

This is the twenty-second anniversary of this Association. We now have a membership of approximately five hundred. I am pleased to state that the membership has held good in numbers under the adverse conditions of the past two years, and with very little energy exercised to secure new applications. We should increase our membership.

Tradesmen in every line of commercial activity are being deprived of liberty and regulated by law to an extent that I believe is a serious menace to the future commercial welfare of this country. During the past months we have heard much in regard to the deplorable condition of agriculture, the low prices for farm products, and the high cost of agricultural production. The leaders in agricultural thought and sentiment have advocated various remedies and ideas, some of the ideas suggested are radical and revolutionary and have been expressed in bills presented to congress, some of which have already been enacted into law.

I am sure that the grain trade is in full sympathy with the farmers in their post-war experiences in relation to the deflation in the prices of farm crops, but we do not hear of much in the way of sympathy from them for the grain trade.

A considerable part of the annual production of grain is always held by the grain trade in store and in the natural flow of commercial distribution. It is roughly estimated that of our wheat crop, which averages about 800,000,000 bushels, approximately 100,000,000 bus. are held in store and in the flow of manufacturing and commercial distribution; other grains likewise to some extent.

The grain trade has suffered heavy losses during the post-war period of liquidation of grain prices. I can show the farmers or their representative leaders without much trouble that the toboggan slide of the market prices of corn from \$2.00 down to 30c, of oats from \$1.00 down to 25c and of wheat from \$3.00 down to \$1.00 fell heavily upon the grain trade, and that

the grain trade has suffered heavier losses proportionately than the farmers.

The farmers and the grain trade should reason together and understand each other better. Farming and grain production is one business, and the commercial distribution of grain is another business; each of these businesses requires technical and expert experience.

The commercial distribution of grain is a world-wide proposition and the best brains and the strongest possible individual initiative, energy and courage should be employed. The best salesmanship is necessary in order to meet the world's competitive conditions.

The competitive system of the commercial distribution of grain is the only system that can measure up to the requirements and conditions that will confront the commercial interests of this country in the coming years. The agricultural interests of this country will have world-wide problems of commercial distribution and competition to meet that will require the services of the best and most competent agency possible. The grain trade, including the country dealers, the terminal market commission merchants, and buyers, the exporters and the millers should study these conditions from a competitive standpoint and give the farmers the best possible service at the lowest cost.

Service to the agricultural interests and the farmers should be the watchword of the membership of the Western Grain Dealers Ass'n and all other trade organizations.

In strong contrast with recent action by congress in passing bills giving agricultural interests unlimited privileges, immunity from anti-trust laws, the encouragement of the ideas of agricultural combinations and the financing of same, we have the opposite tendency on the part of governmental authority to restrict the activity of all commercial trade organizations as indicated in the hardwood case decision by the U. S. Supreme Court and the correspondence that has recently passed between Secretary Hoover of the U. S. Department of Commerce and Labor and U. S. Attorney General Daugherty.

It is evident, however, that there is an element in congress which is beginning to realize that such restrictions of trade organizations will inevitably restrict our commercial interests and handicap them in the struggle that is certainly to come in meeting the world's competitive conditions.

I submit the proposition that commercial trade organizations are essential to the successful development of the commerce of this country, and the commercial distribution of agricultural and manufactured products. Congress should take notice of this situation.

J. A. King, Des Moines, pres. of the Western Grain Dealers Mutual Fire Ins. Co., read the following report and address on the activities of that organization:

Western Grain Dealers' Mutual Fire Ins. Co.

An important consideration for the policyholder to take into account is the financial condition of the insurance company. While a company may have carried business at a low cost and paid all losses promptly, it is necessary that the company shall have sufficient assets to guarantee its ability to continue so doing. The Western Grain Dealers' Mutual Fire Ins. Co. has more than a quarter of a million dollars in cash assets—\$180,000.00 of which is invested in securities of the first class, Liberty Bonds, Municipal Bonds and notes secured by first mortgage on real estate and has more than a hundred thousand dollars surplus above all liabilities, including the re-insurance reserve of \$140,000.00. Altho not so required by

law, all of the bonds and part of the real estate loans, constituting the major part of these assets, are deposited with the Insurance Department of Iowa as a guarantee to the policyholders.

The record of mutual insurance companies from the year 1752, when the first mutual insurance company was organized, warrants the statement that there has never been a failure of a mutual insurance company that had accumulated from its underwriting business \$200,000.00 in cash assets and \$50,000.00 in net surplus.

Some part of the success of this company is no doubt in consequence of the co-operation of the policy holders in removing and eliminating hazardous conditions when suggested by our inspectors.

Bad Conditions Increase the Hazard: Seven elevators burned in Iowa in one year, on all of which insurance had been either refused or cancelled by this company because of bad conditions. In 1921 application was made for insurance on an elevator. Our inspector on examination found it to be an excellent building in good repair, but badly taken care of inside. He suggested what should be done to put the property in insurable condition. The owner refused to comply with the suggestions made by the inspector and as a result this company did not take the risk. Our inspector advised the owner that if he continued to operate the elevator in such condition there would be great danger of it getting on fire. In a very short time the elevator burned—cause unknown. In January of this year an elevator burned, the insurance on which had been cancelled by this company because of bad conditions.

All the elevators not in the best of condition do not burn. If they did, our fire losses would be greater. Occasionally an elevator burns from a seemingly unavoidable cause.

There is no doubt that reasonable carefulness will lessen the number of fires and reduce the amount of fire losses. That being true, the subject of fire prevention should be given thoughtful consideration and an earnest effort made by every elevator owner and operator to prevent the occurrence of fire.

Early in the year an elevator was burned for the loss of which we paid \$3,781. The cause of the fire was an overheated stove in the office attached to the elevator. The man in charge started a fire in the stove then went outside. When he returned a few minutes later the building was on fire to such an extent that it was beyond control. Other elevators have burned in previous years from the same cause. Without doubt if proper protection had been installed around and under the stove the fire would not have occurred.

An elevator was burned at Pioneer for which this company paid \$8,162. The cause in this case was sparks from a locomotive lodging on a shingle roof. Another small loss occurred from the same source. We must conclude that a shingle roof near the railroad track is not safe. Non-combustible material for the roof does not cost any more than shingles.

During the year this company paid damage caused by lightning in ten cases. The amount in each case was small, the aggregate being only a little over \$600.00. However, the small amount of damage by lightning may be attributed to luck rather than good management.

The result is not so slight in every case of an elevator being struck by lightning. In some previous cases the elevator was set on fire and the entire building and contents were destroyed.

So far as I know this company has never paid for damage by lightning to a rodged elevator. While on this phase of the subject I cannot refrain from again calling attention to the advisability of rodging all elevators that are not metal covered. The price of copper lightning



Some of the Grain Dealers Attending the Annual Meeting of the Western Grain Dealers Ass'n, Apr. 11 and 12.

rods is now so low that the cost to rod an elevator should be moderate. The danger of damage by lightning would be eliminated and the reduction in the insurance rate would be sufficient to cover the cost of the rods.

Electric Motors: The claim is made that there is no danger of fire being caused by an electric motor, especially of the squirrel cage three phase type. That claim is made especially by so called electricians in the small towns. However, that is not true. This company paid a loss of \$383 in 1921, the fire having occurred from just that cause. We also paid a somewhat larger loss the previous year from the same cause. It is absolutely unsafe to have a motor in the cupola of an elevator unless it is in a fireproof enclosure. In each of the above named cases the elevator was saved from destruction by a narrow margin.

In another recent case the motor burned out but as it was in a fireproof enclosure the building was not damaged.

A few months ago an elevator was burned, the fire undoubtedly being caused by a tramp in the dust house. The dust house was thoroughly cleaned Thursday. The fire was discovered early the next Sunday evening. In the meantime some corn shelling had been done, from which enough dust and chaff had accumulated to make a bed for a tramp. When the fire was discovered fire extinguishers were used with good effect. It was supposed the fire was put out and the men left it. A little later the fire started up again, could then not be controlled, destroyed the entire elevator and contents, causing a loss of \$5,700 to this company, a greater amount to another insurance company and a loss of three or four thousand dollars to the owner of the elevator.

This occurrence provides three important lessons in fire prevention.

First, keep the door of the dust house and of the cob house securely locked to prevent tramps getting in.

Second, fire extinguishers are valuable protection and should be kept about the premises in good order.

Third, when a fire seems to be out, be positively certain it is entirely out before leaving.

We paid two small losses from exposure and two in the same town at the same time; cause, incendiaryism. No blame attached to the owners. These were unavoidable causes.

The word "Unknown" in the matter of fire losses covers a multitude of sins. The National Underwriters of New York, having been engaged many years in compiling statistics on fire losses, make the claim that, without doubt, three-fourths of the losses from unknown cause were avoidable.

Under the classification Unknown this company sustained losses in 1921 amounting to \$27,500.00. Unknown causes of fire in elevators, if known, would no doubt include a hot box from neglect in oiling; drippings of oil from a bearing into dust, causing combustion; hot motor in the cupola; open electric wiring; the insulation defective and the wire in contact with combustible material; an electric wire hung over a nail or other metal; an extra accumulation of dust or possibly other causes.

When it is claimed that such a large percentage of fire losses could have been avoided we are apt to consider that the case is over stated.

An analysis of the fire losses paid by this company in the year 1921 demonstrates that without doubt a considerable part of the losses could have been avoided. So while it is beyond question that much saving from fire losses has resulted from the care exercised and the efforts used by many in the endeavor to prevent losses there is room for further diligence in fire prevention.

In the year 1921 the fire losses in the United States amounted to over a half billion dollars in excess of any previous year. The loss

ratio in this company was higher than ordinary. However, we got through the year without any impairment of the cash assets.

The report of the auditing com'te was submitted by Clifford C. Belz, Conrad; M. E. DeWolf, Spencer; C. C. Cannon, Paulina. Nominations: S. W. Wilder, Cedar Rapids; W. G. Goy, Tabor; J. K. McGonagle, Washta.

Pres. Davis appointed the following com'tes:

Resolutions: Clifford C. Belz, Conrad; M. E. DeWolf, Spencer; C. C. Cannon, Paulina.

Nominations: S. W. Wilder, Cedar Rapids; W. G. Goy, Tabor; J. K. McGonagle, Washta.

Tuesday Afternoon Session.

When the convention was called to order at 2:10 p. m. by Pres. Davis, Col. L. W. Ainsworth, sec'y of the Des Moines Board of Trade, delivered the address of welcome on the part of that organization. He sketched the development of the business of handling grain thruout the period of recorded history, and said that the present system is the best man's ability has been able to produce.

Suggesting that a com'te of the ass'n should be empowered to work with farmers organizations to overcome the pernicious activities of professional agitators, Col. Ainsworth said the word "co-operation" is the most overworked in our language, that every politician wants to "co-operate" somebody and he usually jumps onto the farmer. The farmer he likened to a manufacturer, with the grain dealer as his sales manager, and he pointed out that in any business it is necessary that the manufacturing and selling agencies work harmoniously and for the good of both.

Another address of welcome was delivered by Ed O'Dea, chairman council of members, Des Moines Chamber of Commerce. He spoke enthusiastically of the worth of trade organizations.

E. G. Wylie, traffic commissioner of the Greater Des Moines Com'te, spoke on transportation matters. He expressed the conviction that the time will come when the Atlantic and Gulf seaboards must be moved west and north and brought nearer to the grain producing section of the middle west by means of inland waterway development. He recited figures to show the relationship of grain rates from Iowa to the principal markets as compared with rates from other sections, and declared it to be necessary that more Iowa grain be manufactured into finished grain and meat products within the state in order that waste of money in transportation may be curtailed.

J. H. Henderson, commerce counsel of the State of Iowa, read an address on the Legal Status of Iowa Post War Grain Rates from which we take the following:

Legal Status of Grain Rates.

It is the purpose of this paper to give some suggestions and reasons why there should not be the concentrated control of the carriers at Washington, but that there should be the fair, the just and the reasonable regulations upon

purely intrastate matters and rates by the state commissions. We have had, since the foundation, the dual form of government, federal and state. It has worked very successfully during the entire history of the country.

We do in all of the states many things that affect people outside, and yet the country has gone on and on and prospered under the dual form of government. We have had the dual form of government in reference to the railroads which, I think may be safely said, has been generally to the interests of all of the people. It has occurred that in some of the states in this union the railroad commissioners of those states have undertaken to build up the industries and especially the jobbing houses within the state by making a level of rates below that of the interstate rates.

The Shreveport Case: The result was that a number of years ago proceedings were instituted before the Interstate Commerce Commission by the state of Louisiana wherein it was alleged that the rates from Shreveport to points in Texas were higher than for like distances and to the same points of destination within the state of Texas from cities in Texas. It was held by the Interstate Commerce Commission that discrimination existed and must be removed.

The Commission held that it was a direct mediate burden upon interstate commerce and that the state could not establish and publish rates which would create a discrimination as against interstate transportation and cast a burden upon interstate commerce, and ordered the carriers to remove the discrimination, the law at that time not permitting the Interstate Commerce Commission to fix the rates which would remove the discrimination. This case has become known in the books as the Shreveport Doctrine.

The case was taken to the Supreme Court of the United States, which affirmed the order of the Interstate Commerce Commission, so that there was definitely established in the law, prior to the time of the world war and before the difficulties which we now have come up, the principle that intrastate rates cannot be discriminatory of nor cast a burden upon interstate commerce. The general principle herein was approved in the same way in the Minnesota rate cases. There is a long line of cases wherein it is held that within the state the powers of the state are supreme and that within the United States the power of congress is supreme.

These rules, as announced, have in no wise been modified or changed, or even repealed by implication. In a general way such was the condition upon the question, except during federal control, up to the time of the passage of the Transportation Act of 1920.

The Rate Increases: The Interstate Commerce Commission entered upon a general inquiry as to the valuation that should be given to the carriers and the rates which should be charged, and they determined to so value and so fix the rates as applied to the various sections of the country—the eastern, the southern and the western districts—dividing the western into two groups, having a Mountain-Pacific district from the Rocky Mountains to the Pacific Coast. There was no pretense in the investigation and in the order that the order should apply to intrastate transportation. They increased the passenger fares and the freight rates. As to freight rates, it was within the jurisdiction of the state commissions and the greater number of them, practically all, adopted the same advances in the state rates as were authorized and required by the Interstate Commerce Commission on interstate rates. In the two or three states that did not fully adopt the freight rate increases, proceedings were instituted as to whether or not these intrastate rates were discriminatory of interstate rates within the provisions of the Interstate Commerce Act.



More of the Grain Dealers Attending Annual Convention of Western Grain Dealers Ass'n in Des Moines.

In this proceeding before the Interstate Commerce Commission it was held by the Interstate Commerce Commission that the state rates, not being increased in accordance with Ex Parte No. 74, were discriminatory as against interstate commerce and were, annulled, and the interstate rates ordered published. Immediately following this the several states filed bills in equity to set aside the order of the Interstate Commerce Commission and restrain its enforcement. The cases of the states of Wisconsin and New York were the first on the docket and these cases were therefore made the test cases, in each of which the decision of the lower court was adverse to the states, and they were promptly appealed to the supreme court of the United States. The cases were fully argued.

The decision of the supreme court of the United States, recently announced, confirmed and approved the action of the Interstate Commerce Commission. Immediately the propaganda came. Papers were filled with the statements that the power of the railroad commission had been abrogated and that they had no jurisdiction whatever, and I find in many of my talks with various ones there seems to be an impression that the power and efficiency of state commissions is gone, and that it is a useless body.

There is no claim that this decision shall interfere with the duties of the board of railroad commissioners within the state, among which are the following:

Train service, and regulations, within the state; not the power, however, to interfere with interstate trains. Railroad crossings, public and private, including viaducts in cities. Overhead and subway crossings. The requirement of changes in public highways, to afford better and safer public crossings, and all farm crossings, where the general rule would be the grade, and have the power, upon sufficient showing, to order either overhead or subway crossings. The location and maintenance, or approving of abandonment of stations along the lines of the various roads. And generally to require the construction and maintenance of needed facilities, terminal and otherwise, for the proper operation of the railroads, which may be necessary and proper for the benefit of the citizens. The adjudication of controversies and fixing the terms for elevator sites, lumber yards, mills or other industries which may be permitted upon the right of way of the railroads. The check of the valuation, made by the Interstate Commerce Commission, of the roads within the state, and authority over transmission lines. Warehouse regulations and many other duties.

State Commissions Essential: I refer to these now because I so fully believe in and fully understand that the state commissions are an essential department of the state that should, and in my judgment must be, maintained for the benefit of the people—you gentlemen included as well. But the decision of the Supreme Court on the Wisconsin case does not support the propaganda. There is but about 15% of the transportation of this state that is intrastate. It never was claimed, is not now claimed, that the state commissions have any jurisdiction over interstate commerce whatever, but have control only of about 15% of all of the transportation which is within the state.

The power of the state as exercised under the Shreveport Doctrine has not been diminished, only more definite rules and regulations as to make more clear and explicit the doctrine known as the Shreveport doctrine. It is now held on all intrastate rates wherein such substantial disparity between the state and the interstate rates is not shown; then under the decision of the Supreme Court of the United States in the case just decided it is not a discrimination of interstate commerce, and the power remains with the state.

Congress has the power to entirely control state rates, under its general power to do all things necessary to protect interstate commerce.

Because that may be done is why I feel I should say a few words against the concentration of power at Washington. The state commissions operate as a check upon the railroads. What would Iowa do without its great manufacturing industries, and the larger cities situated upon each side, if we had no voice in saying something about the transportation in the state and across the state?

Our people know more about the needs of the state, and under the practice, in the trial and determination of these cases, we file our complaint down at Washington; they send an examiner who has no particular experience upon this question out into the various states; he takes the testimony. He submits what is called a tentative report, and that is filed with the Commission at Washington. We are served with a copy of that tentative report. If it is adverse to us, we must, within twenty days, file our exceptions. We then have the privilege of oral argument, which must be had at Washington before a division of the Commission, in most instances, though now and then heard before the entire Commission; and nobody, from the beginning to the end, outside of the board of railroad commissioners or the commerce counsel, knows anything about the facts of the case, and in what way the interests of the state should be protected; and in my judgment we would have to try our state matters where our

board of railroad commissioners have intimate knowledge and where the shippers of the state can be easy of access to present their claims, and where they can secure the proof on intrastate matters, and these should be preserved to our commission.

No man, with a proper appreciation of what is fair and right would, for one moment, contend that one state should have the right to establish its intrastate rates, as that they would be a burden upon interstate commerce or create a discrimination. What we all want, or at least what we ought to want, is that there shall be reasonable, just and non-discriminatory rates, but the moment that you take away from the state any guiding hand, or lessen the power of governing those matters, you find that the place to redress the wrongs will be further removed, and that there will not be to our own people within our own state that just, fair, reasonable and non-discriminatory rate as now provided in the law. There is no reason why we may not continue as we have during the century and a half of the existence of this government.

Centralization Not Wanted: We want different regulations in Arkansas; different in South Carolina. Many things we do not have in common with the New England states. Matters which would be proper in the great state of Pennsylvania would not be right here. Those to the north, south and west of us present like questions, so that while we are a big and powerful nation, we do not want the concentration of power of regulation and of control in the one small body situated at Washington, for the determination and passing upon questions of rates that can only be of interest and benefit and moment to our own states. Work enough for both, interest enough in the states to maintain both. The law defines the jurisdiction that each of them has. We ought to go along as we have heretofore, each exercising its power and authority within its jurisdiction, recognizing the paramount power of Congress and of the Interstate Commerce Commission wherein the state shall go beyond its power and invade the province of the federal authority or enact rates which shall be unjust and discriminatory as against interstate commerce.

Joseph A. Schmitz, ass't weighmaster Chicago Board of Trade, read a paper on the Metric System of Weights and Measures. This is published elsewhere in this number of the Journal.

Wednesday Morning Session.

Pres. Davis called the convention to order at 10:40 a. m., and E. L. Morris, of Kansas City, division supervisor of the Bureau of markets read an address on "Grain Inspection and the Shipper's Duties Relating Thereto," which is published elsewhere in this number of the Journal.

Mr. Wells: Am I to understand that an inspector can distinguish between a plugged and an unevenly loaded car?

Mr. Morris: In most cases, yes. We do not consider a car plugged unless the manner of loading conceals inferior grain.

W. H. McDonald, Omaha, Neb., district supervisor, explained that it is necessary that the grain be moving in interstate commerce to entitle it to receive appeal service. He said, also, the shipper may empower his commission merchant or another representative to act for him in calling an appeal.

Ray Murrel, Cedar Rapids: I think the country trade fails to avail itself of the appeal privilege because most dealers think there is too much red tape. That is not the case, and an appeal is handled very quickly. The dealer should know as much about the grade of his grain as the inspector and if he does not know he should learn.

A Dealer: I want to impress upon country elevator operators the fact that several wagon loads of oats, all testing the same and loaded into the same bin, will come out varying in test weight because of the tendency of the lighter and heavier grains to separate as the bin is filled. To overcome this tendency, such lots should be turned into another bin before loading into a car.

A. C. Rynders, Wichita, Kan., pres. of the National Elevator Builders Ass'n, read an address on "Elevator Construction," which will be published in the May 10th number of the Journal.

Mr. Wells: What is the most practical roof?

Mr. Rynders: I have not put on a shingle

roof in years. I have used composition roofing, but I think iron roofs the best.

Mr. Wells: How about the sides?

Mr. Rynders: They should always be iron-clad.

H. E. Johnson, Des Moines, district sales manager Century Electric Co., read an interesting paper on "Electric Power Equipment and Installation." This will appear in the May 10th number of the Journal.

Col. Ainsworth gave a brief explanation of some of the principles and the operation of a radiophone, using a blackboard to make sketches. He showed how a receiving set should be installed, and gave all the dealers a share of his own enthusiasm about this newest means of communication.

The following resolutions were submitted by Mr. Belz, chairman of the resolutions committee, and unanimously adopted:

Resolutions.

Want Less Departmental Interference.

Resolved, That the Western Grain Dealers' Ass'n heartily endorse the pertinent expression of our present Chief Executive for "less departmental driving from the rear seat."

Approve Life Insurance Plan.

Resolved, That the Sec'y of this Ass'n is hereby authorized to present to the membership the proposition of the Aetna Life Ins. Co. to insure the members on a wholesale plan, and in presenting the matter to the members to use such methods as in his opinion seem prudent and proper.

Lower Commission Charges.

Resolved, That, whereas in all lines of commerce and manufacture remuneration for products and service rendered is gradually being reduced in conformity with the times,

Be it Resolved, That we request the grain exchanges to modify their commission charges to a closer approximation of the pre-war fees, and to see that the weighing and other terminal charges be also correspondingly decreased.

State Weighing Not for Profit.

Whereas the weighing and inspection of grain at terminal markets located within the State of Missouri is under the supervision of the Missouri State Warehouse Dept., and the fees collected exceed the amount necessary to maintain such Weighing and Inspection Depts., therefore

Resolved, That the Sec'y is hereby instructed in behalf of this Ass'n to urge that the fees and charges for weighing and inspection of grain as fixed by the Missouri State Warehouse Dept. be reduced to an amount that will consistently maintain such Dept., and that this matter be taken up with other state authorities where the charges for weighing and inspection of grain are in excess of what is required to consistently maintain such Depts.

Abolish Unnecessary Bureaus.

Whereas, the grain trade is in position to more fully appreciate than some other lines of activity the disastrous effects of the drastic reductions in the value of agricultural products and shared with the farm in the tremendous losses in the value of farm products,

Be it Resolved, That the farmers of the grain growing sections have our sympathies in their joint efforts with all lines of economic efforts toward economic recovery and toward a re-establishment of local credit that will enable them to retain grain upon the farm instead of forcing it to already glutted terminals and into a price depressing visible supply, until in the natural order of events a consumptive demand shall give them profitable prices. We congratulate agricultural counties on their manifest efforts toward reduction of public expense and exaggerated taxation, and the abolition of commissions and bureaus whose principal occupation is the creation of superficial activities designed primarily to perpetuate their own jobs.

Endorse Waterway Project.

Resolved, That the Western Grain Dealers' Ass'n endorse the Great Lakes-St. Lawrence Waterway project.

Create Associate Membership.

Whereas, A number of persons engaged in the management and operation of grain elevators, but who are not eligible to membership in this Ass'n under the Articles of Incorporation, have indicated a desire for membership, and

Whereas, One of the principal objects of this Ass'n is the dissemination of information relating to the grain trade, and it appearing that such persons would have a better understanding of the business of handling grain and operating grain elevators by receiving the information disseminated by this Ass'n from time to time, therefore,

Be it Resolved, That any person employed in the business of handling grain and not entitled to regular membership in this Ass'n may be an Associate Member on application for such Associate membership, subject to the approval of the Sec'y. The annual dues of each such Associate member shall be \$2.00. The Associate members shall be entitled to attend all meetings of the Ass'n, to receive such information relating to the business of handling grain as shall be given by the Ass'n to its regular mem-

bers, by mail or otherwise, but such Associate members shall not be entitled to vote in the meetings of the Ass'n.

Iowa Intrastate Freight Rates Too High.
Whereas, It is a fact which was correctly declared many years ago by the Interstate Commerce Commission that the Interstate Commerce Act makes the element of proportion an important one, and that no rates can therefore be reasonable in and of themselves within the contemplation of the said Act which are made regardless of proportion, and

Whereas, The Iowa intrastate rates which are now being charged upon shipments of grain and articles taking the same rates as grain are excessive, unjust, unreasonable and to the prejudice of the grain growers and grain buyers and shippers of the State of Iowa, and

Whereas, The said intrastate grain and related rates are disproportionately high measured by rates for other, including interstate services, and

Whereas, There was given by the Iowa Board of Railroad Commissioners, on or about October 1, 1921, (its file B-1065) a notice of the intention of the said Iowa Board of Railroad Commissioners to inquire into the Iowa intrastate rates which were then being charged upon shipments of grain and articles taking the same rates as grain,

Be it Resolved, That the Western Grain Dealers' Ass'n commend earnest consideration of an inquiry into the Iowa intrastate rates which shall be charges upon shipments of grain, grain products and articles taking their rates, and

Be it Further Resolved, That the Western Grain Dealers' Ass'n request the Iowa Board of Railroad Commissioners to enter into an inquiry into the matter of the said grain and grain products and related rates, in order that there may be determined what are the just and reasonable rates which shall be substituted and which shall take the place of the present schedules of grain and related rates which are being charged upon Iowa intrastate shipments.

Election of Officers.

Mr. Wilder read the report of the nominating com'te, and the following officers were unanimously elected:

Pres., I. C. Edmonds, Marcus; vice-pres., J. R. Murrel, Cedar Rapids; Directors: Clifford C. Belz, Conrad; Bert Dow, Davenport; Wm. Wheeler, Adair; B. O. Holmquist, Omaha; H. D. Mundt, Toeterville.

Adjourned *sine die*.

The Smoker.

Dealers attending the convention were entertained Tuesday evening at a smoker tendered by the Des Moines Board of Trade and the Des Moines Chamber of Commerce.

There was music, boxing and vaudeville entertainment of various kinds, also forms and shapes, and all of it excellent. An orchestra was present thruout the evening, the Hapac Grotto Quartet appeared several times, and other performers assisted in providing a variety of entertainment.

Before the festivities of the evening began, an address on the Great Lakes-St. Lawrence Waterway Project was delivered by Jos. F. Leopold, sec'y of the Greater Des Moines Com'ite.

Owen L. Coon, of Chicago, spoke on "Railroad Claims." His address appears elsewhere in this number of the Journal.

Convention Notes.

310 dealers were registered.

From Peoria came J. A. Waring and J. W. Bryan.

W. W. Simmons, of the Button-Simmons Grain Co., was there from St. Joseph.

Omaha receivers were represented by Frank C. Bell; B. O. Holmquist and F. L. Dorris.

Lamson Bros. & Co. kept open house for the dealers, furnishing market quotations during the sessions.

Jumbo pencils were distributed by O. H. Holland, representing the Western Grain Dealers Mutual Fire Ins. Co.

The Buro of Markets was represented by E. L. Morris, division supervisor, Kansas City, and W. H. McDonald, supervisor at Omaha.

Machinery men and builders were represented by C. N. Ward, Union Iron Works; H. R. Miller, Richardson Scale Co.; A. C. Rynders, White Star Co.

A typed telegraphic market letter direct from his company's office in Chicago was Burton L. Figeley's contribution to the instructive features of the convention.

J. A. Schmitz, ass't weighmaster of the Chicago Board of Trade, was present to assist in supervising the weighing of all grain brought to the convention floor.

Kansas City receivers were represented by Tod Sloan, of B. C. Christopher & Co.; Carl Congleton; W. F. Fiquet; H. G. Miller, of Fuller Grain Co.; and G. A. Johnson.

The song sheet that was distributed to the dealers was labeled "Gloom Chasers." Ray Murrel did his best in leading the singing to assure that gloom was well chased—and far.

Booklets reciting all they have to say about their competitors were distributed by the Button-Simmons Grain Co. The clean white pages provided convenient memorandum pads.

David Logan, representing the Croysdale Grain Co., stopped off at the convention between trains. He was in a hurry to get to St. Paul where he was to be married later in the week.

The Western Union furnished continuous market quotations on the mezzanine floor near the convention room. The wire was in charge of Homer F. White, the city sup't for Des Moines.

St. Louis receivers were represented by E. C. King, of Nanson Commission Co.; George C. Martin, Jr.; Harry C. Noland; Frank Bubb; G. A. Turner; G. A. Stibbens; and O. B. Short.

Booklets issued by the National Grain Elevator Builders Ass'n and giving some information in "The Right and Wrong Way in Building an Elevator" were distributed by A. C. Rynders.

In addition to those in the special car, Milwaukee receivers representatives included Geo. O. Strom, W. M. Bell Co.; T. H. French; J. J. French, Blanchard Grain Co.; C. W. Riley, Milwaukee Grain Commission Co.

The delegation from Milwaukee came in a special car and included 12 persons, as follows: A. E. Bush, Bush Grain Co.; L. J. Keefe, of the Updike Com'isn Co.; Clif Thorson; W. A. Hottenson and F. B. Bell, W. M. Bell Co.; L. Beck, E. P. Bacon & Co.; Bert Buerger; Ed Hiemke; Carl Holton, Flanley Grain Co.; J. G. O'Brien; B. F. Sieger; and W. J. Cavanaugh. They brought with them a supply of packets of Milwaukee souvenir postal cards and these were distributed to the dealers.

The Chicago Board of Trade Com'ite was composed of John W. Radford, Updike Grain Co.; Frank Haines, J. H. Dole & Co.; Edw. Hymers; J. H. Wheeler, Rumsey & Co.; and Ray Gerstenberg, Gerstenberg & Co. In addition, Chicago receivers were represented by R. I. Mansfield, Bartlett Frazier Co.; Carl Gerstenberg, Gerstenberg & Co.; Chas. Douglass and J. A. Low, E. W. Bailey & Co.; J. J. Fones; E. E. Rice, Sawers Grain Co.; W. H. McDowell; Wm. Bates; A. R. Hendrickson; J. C. Shaffer Grain Co.; Charles H. Dodd; S. A. Steensen; P. H. Wold; Philip H. Schifflin, Jr., and G. N. McReynolds, Philip H. Schifflin & Co.; M. L. Vehon; W. M. Christie, J. H. Dole & Co.; W. A. Putman, Pope & Eckhardt Co.; Burton L. Figeley; Harry J. Rogers, C. E. Hunter, D. S. Fisk, C. M. Nelsen and Jas. H. Barrett, Lamson Bros. & Co.; Frank E. Gulick; Walter J. Green, John E. Brennan & Co.; and W. H. Ransom, Rumsey & Co.

Iowa shippers present included: W. M. Brown, Guthrie Center; N. S. Beale, Tama; F. C. Bitter, Sulphur Springs; C. E. Beall, Williams; C. C. Buck, Iowa Falls; F. G. Booker, Prairie City; O. F. Bast, Davenport; L. C. Button, Sioux City; C. C. Cannon, Paullina; Delbert Cramer, Grand Junction;

Lee Davis, Scranton; M. E. DeWolf, Spencer; J. S. DeVries, Gaza; I. C. Edmonds, Marcus; A. K. Emrich, Emmetsburg; L. Ehlers, Minden; P. R. Frazier, Morrison; Geo. A. French, Cherokee; G. D. French, Nevada; W. G. Goy, Tabor; L. W. Gifford and Robert L. Gifford, Cedar Rapids; C. H. Harshbarger, Cooper; F. O. Hocum, Newell; J. E. Hale, Collins; A. J. Hocum, Varina; W. M. Hewitt, Washington; A. G. Hayes, New London; Ed. Hasenwinkle, Boone;

L. E. Johnson, Madrid; O. W. Johnson, Bode; H. Kunz, Westley; Wm. Lorenz, Gladbrook; C. Luethje, Gladbrook; H. C. Lounsbury, Colo; L. W. Larson, Rolf; C. P. Lathrop, Earlham; M. M. Mendell, Laurens; E. W. Miller, Guthrie; F. D. Milligan, Jefferson; L. W. Miller, Coon Rapids; H. D. Mundt, Toeterville; J. R. Murrel, Cedar Rapids; J. T. McNally, Victor; J. Ohde, Manning; M. C. Rucker, Gladstone; A. Reynolds, Ellsworth; E. P. Sullivan, Sioux City; O. A. Talbot, Keokuk; J. G. Turner, Red Oak; E. H. Tiedeman, Fonda; H. W. Talbott, Osceola; H. R. Van Maren, Sully; L. M. Wood, Marcus; A. M. Wood, Kellogg; Wm. Wheeler, Adair; A. E. White, Colo; Thos. Wolf, Stuart; S. W. Wilder, Cedar Rapids.

A Grain Cleaner for Country Elevators.

The country elevator operator in well aware of the benefits to be derived from cleaning and improving the condition of grain at the earliest possible moment, and if possible while it is being moved thru the plant in the ordinary processes of handling.

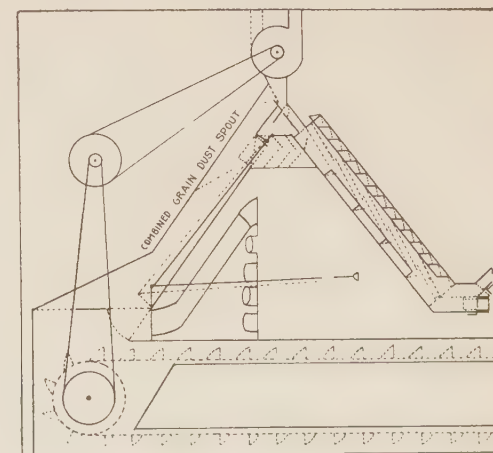
The machine shown in the engraving reproduced herewith has been designed to accomplish this purpose. It is manufactured by the W. A. Petteys Elevator Machine Co., and is intended to operate in connection with the elevator leg so that grain will be cleaned and conditioned when it is first elevated after its receipt from the farmer's wagon.

All spouts entering the boot are closed, either with hinged or solid covers, to keep dust from escaping into the pit. The elevator leg itself is made tight to compel all material to go to the head. Upon its discharge from the buckets, the grain flows into a grain and dust spout thru which it passes to the distributing hopper of the cleaner, and during the time of its passage it is disturbed by suitable appliances and subjected to the action of a stream of air from a suction fan that carries off the floating dust. In the distributing hopper it is caused to flow evenly over the screen at the mouth of the suction fan, and all chaff, straws and light foreign material is drawn out.

A cleaning and scouring spout is provided, set at such an angle that wet grain will not lodge, and fitted with hinged retarding plates to regulate the flow of dry grain. A dividing hopper at its lower end separates dockage, live weevil, etc., from the grain, or these may be mixed back into the grain at the will of the operator. Removal of the wheat screens permits corn to be separated from small grain.

This machine provides a direct draft on the leg when it is in operation, thus serving to remove dust and keep the leg clean. The machine may be made to accommodate itself to conditions in practically any cupola, and the small sizes are said to require only 1 h.p. for their operation. Its use should help to raise the grade and value of all grain and reduce the dust explosion hazard.

THE IMPORT trade of Sweden in grain is still practically a monopoly. All the millers are members of an ass'n which buys wheat abroad, or thru Swedish agents.



Cleaner and Conditioner at Elevator Head.

Missouri Grain Dealers Ass'n Holds Eighth Annual

The eighth annual meeting of the Missouri Grain Dealers Ass'n was called to order by Pres. A. H. Meinershagen of Higginsville, Mo., at 2:20 p. m. Wednesday, Apr. 19, in the Planters Hotel at St. Louis.

The Rev. Ivan Lee Holt, pastor of St. John's M. E. Church, invoked divine guidance.

Geo. F. Powell, pres. of the Merchants Exchange, in welcoming the dealers said:

I appreciate very much the honor and desire to extend to you a very cordial welcome. I also congratulate you on having withstood the vicissitudes of the past year.

We have been pretty closely welded together in doing a little fighting the past year. We have had to fight unfair legislation in the state and national legislatures. Illinois had to fight against the Lantz bill. Finally the Capper-Tincher Bill and the Co-Operative Marketing Bills passed Congress.

It is evident that there is great unrest among farmers. They are tired of selling at the buyer's price and buying at the seller's price. Our present marketing system is going to come in for a great deal of abuse and we are going to be under the fire of the agitators.

Every man here ought to appoint himself a comite of one to propagandize.

We have a government-operated barge line here giving an easy mode of transportation to the Gulf. The barge line needs more equipment and better terminals. I want to recommend that you take this up with your Congressmen. An appropriation for the improvement of Mississippi River transportation is worth more to the farmer than an appropriation for fanciful marketing schemes.

Pres. Meinershagen delivered the following address in response:

President's Address.

There is a welcome to places that are strange and there is a welcome home which is more congenial and savors less formality. President Powell has bid us to tarry for a few days in a city having a dominant interest in common with each member of the Missouri Grain Dealers Ass'n.

Every business day of the year, every Missouri grain dealer who trades in grain keeps open his window to St. Louis. The trading in your market so reflects the play of the forces of supply and demand for soft red winter wheat that your market makes a price on this particular kind of wheat for the world. Yours is the master soft wheat market, but even tho you are so great and so busy and so conscious of your greatness, you do not fail to realize that around you are numerous little grain worlds and each of these little worlds is the center of another and similar group.

We can well apply to you the old and true saying, "A friend in need is a friend indeed." You have come to the rescue of our Ass'n when in moral and financial need.

Each one of us came to mix with our business a little pleasure and each in his own way will find enjoyment. In order that you may help, you must be many things to all men and at the same time you are likely to be all things to many men. Some will probably say to you in a jovial and joking way, not meaning it in sincerity, that you have done us many times. Now we have come up here to do you and thank you for the privilege so freely extended.

An Educational Year.—There has probably not been a year that the public has read as much about the economy of the present system of grain marketing as the past year. It has been an educational year, not only to the public, but also to many grain dealers, who on account of the agitators who have tried to make it appear that the grain exchangers were an unnecessary evil. But we are thankful that with a great deal of advertising and reasoning with the general public the minds of the consumers and the producers in general have been convinced that the present system of marketing grain is the most economical system of handling.

Your exchanges have won the admiration of the trade by the able and prudent manner in which you have conducted the defense of the present system of grain marketing. There is a great deal of selfishness in humanity, and grain dealers are just ordinary humans but the members of the Ass'n will merge their own interest in consideration of the welfare of all the trade.

There never was a time when our country was more in need of good common sense than just now. All grain organizations are doing all they can to get this country, which we all love so well, back home. We are meeting in this convention because we desire to learn all that is possible to learn in reference to the grain trade. We are willing and anxious to meet our neighbor dealers and confer with them regard-

ing our business from which we both expect to earn our daily bread. The business world expects to do this and so does the farmer who grows the products which becomes our duty to buy and distribute to the best market attainable.

Our Ass'n and all grain dealers ass'ns court publicity. They have nothing to hide, nothing is said that the public is not welcome to hear. Grain dealers have always asked only for a fair field and no favors and our motto is, "He profits most who serves best."

We are glad to be here, when we go you, too, may be glad, but in these two happy periods we hope to accomplish something that is worth while and that will stamp this convention as the greatest meeting ever held by the Missouri Grain Dealers Ass'n.

D. L. Boyer read his report as secretary, as follows:

The Secretary's Report.

The past year has been a very active one for our Ass'n, and we have been confronted with problems which looked as if they were going to prove a menace to the organized grain trade, but we have passed thru most of them without any damage. It now looks as if it is only a question of time until the propaganda of the agitators shall have run its course, and the logical and fair-minded man in any line of business will once again realize that the only sane way to conduct any business is on the basis of supply and demand.

It has been the custom of the grain and milling interests to ignore the slanderous attacks of unscrupulous agitators and politicians who seek self aggrandizement by playing upon the suspicions of the uninformed. We feel that we have been doing that too long and that it is up to the allied grain interests to take a stand and refute the constant propaganda that is being circulated against the legitimate grain dealer.

We have not only the County Agents going around cooking up all kinds of schemes to agitate the producers, but we also have men in Washington who are supposed to be broad minded men who are openly supporting class legislation, or who are working hand in hand with the agitators to spread their falsehoods to the farmers so as to prepare a fertile field for their schemes which benefit no one except themselves.

Legislation.—During the last 18 months we have been confronted with some 15 or 20 bills in our state Legislatures and our National Congress which directly affected the grain and milling interests of this country. During that time we have had bills passed in the Missouri and Illinois Legislatures, and also in Congress, which have touched upon some parts of the grain industry, but none of these laws affect the fundamental principles of our present marketing system. When you take into consideration the many attacks that have been made upon the marketing machinery of this country during that time, and realize that the present system has stood every test imaginable, one cannot feel feeling just a little pride that we are all at least a cog in this great wheel.

Membership.—The slump in prices and the inability to transact business upon a profitable basis have caused a number of our dealers to go out of business, and have forced a few of them into bankruptcy. It has also caused a few of those remaining to cut expenses to the minimum. This of course, has had its effect on the Ass'n, and we are sorry to announce that the past year has been the first in the history of the Ass'n that we failed to show an increase in our membership. We had a net loss of 68 members last year. We feel, however, that the worst is over, and as everyone knows, the constant need of organized efforts, we believe that we will be able to overcome this loss during the coming year.

The Arbitration Com'te has had only three cases to handle during the past year, and they have all been settled. We feel that when you take into consideration the business conditions during the past year and realize that we have had only three arbitration cases that we should feel proud of the attitude of our members towards fulfilling their contracts.

We held sixteen local meetings during the past year, and the attendance was fairly good. Some of these meetings were late, and the attendance at these was light. A great deal of good is always accomplished at these meetings, and we are always glad to hold them in any section where the trade wants them. The principal subjects discussed at these meetings were the U. S. Grain Growers, Inc., freight rates, and the old Government scale of discounts used by exporters in putting out their bids. We had nearly 100 managers of co-operative companies present at these meetings, and after a thoro discussion of the purpose of the U. S. Grain

Growers Inc., and of the contract, every manager of the farmers elevators with only one exception expressed himself as being opposed to the plan.

Discounts.—The discussion in regard to the exporters using the old Government scale of discounts in their bids resulted in a resolution being adopted at each of these meetings urging that exporters discard that basis and use the following basis, which the trade feels is fair, taking into consideration the price of wheat now and what it was when the Government scale was established. 1c difference between grades 1 and 2; 3c between 1 and 3; 6c between 1 and 4, and 9c between 1 and 5. We feel that discounts greater than these are excessive, and are an injustice to the producer.

The discussions at these meetings in regard to freight rates, and all activities of the Ass'n have, of course, been aimed at a reduction in rates. We believe that the multitude of protests from state Ass'ns and our Exchanges, coupled with the assistance of our Public Service Commissions, resulted in the reductions made the first of the year.

Exorbitant Inspection Fees.—The St. Joseph Grain Exchange has sent a protest to Governor Hyde against continuing the present weighing and inspection fees that are charged by our State Inspection Department. The present fees are as you know \$1 per car for inspection, and \$1 per car for weighing. They also solicited the support of this and other state ass'ns tributary to the Missouri markets in their effort, and we feel that it is our duty to the Missouri farmers to join with them in this protest.

This charge is a direct tax on the producer, and inasmuch as he is getting such small returns for his products we feel that every charge made on farm products should be reduced to the minimum. The revenue received by the state from the weighing and inspection fees is from \$90,000 to \$100,000 a year in excess of what is necessary to operate the department. Our State Inspection Department is a fee basis department, and it is not maintained by appropriations from the general revenue funds. Any time the department finds that the inspection and weighing fees are not sufficient to properly maintain the department all they have to do is to increase the charges.

Governor Hyde answered this protest with



A. H. Meinershagen, Higginsville, Mo.,
Re-elected President.

an inquiry as to what the other state inspection departments are charging. Our contention is that it does not make any difference what the other states are charging as their charges might be necessary for them to maintain their departments, but that the Missouri charges are greater than necessary and they should be cut so that they will not show a profit to the state, but merely be sufficient to maintain the department.

The state associations of Texas, Oklahoma, Kansas, Iowa, Illinois and Indiana have joined with us on this protest, and this matter should be discussed at this meeting and if those present feel that the present charges are unjust we should prepare a resolution to the Governor protesting a continuation of the present charges, and we should follow up this resolution with individual protests until we win the powers that be over to our viewpoint.

FINANCIAL REPORT.

Receipts.

Balance on hand April 26th, 1921.....	\$2,723.41
Membership fees and dues.....	3,387.00
Advertising	1,709.90
Arbitration deposits	223.07
Miscellaneous	412.75
Total	\$8,456.13

Expenditures.

Salaries	\$4,562.50
Traveling expense	1,070.11
Office expense (including new typewriter)	727.44
Printing (including 1922 directory).....	660.55
Arbitration Awards	193.07
Dues to National Ass'n	200.00
Total	\$7,413.67
Balance on hand in bank April 19th, 1922	1,042.46

W. W. Pollock, of Mexico, Mo., when called upon for his report as treasurer said his report was the same as the financial statement just read by Mr. Boyer. "I think that considering the year we have just gone thru the fact that we have over \$1,000 in the treasury and no bills unpaid shows a satisfactory condition."

Pres. Meinershagen appointed the following com'te on nominations: Cecil Wayland, A. J. Mann and F. W. Eggers.

Resolution com'te: J. O. Ballard, A. C. Horter, John H. Herron, W. W. Pollock and Chas. Bolte.

Auditing com'te: A. E. Klingenberg, D. B. Kevil and J. M. Richards.

A. C. Muench was introduced as the bearer of a message from the St. Joseph Grain Exchange, and gave the facts already stated by Sec'y Boyer on the representations made to the Governor of Missouri on exorbitant inspection and weighing fees. "The war is over. Heavy charges are burdensome. The state of Missouri can not afford to appear as a profiteer on the farmers of the Southwest."

Jas. E. Smith, an official of the Mississippi Valley Ass'n, delivered an address on the "Advantages and Progress of Mississippi Waterways" from which we take the following:

THE BARGE LINE.

It is impossible for the old style packet boat to compete with the steam railroad train. When the Government line was started we picked up boats and barges and commandeered a boat line already established between Kansas City and St. Louis. They concluded to build some modern equipment, and planned 40 barges and 6 towboats. The first year six of the boats were

delivered, they lost money. Last year up to July 1 shows a slight loss, but the last 3 or 4 months the line made money. Last year the line carried 443,266 tons of freight, 4 times as much as the first year, and 222,530 tons was grain. The saving was 83 cents a ton. The saving on grain was \$190,000 compared with rail charges, and the entire saving to shippers was \$601,000 on grain and merchandise.

Since Dec. 1 the line has been earning its operating expense and depreciation charges, which are heavy, \$40,000 a month being charged off for depreciation. One of the 2,000-h. p. towboats will carry 10 to 12 barges. One boat with six barges will carry the load of 12 trains of 50 cars each. The cost of hauling freight by rail is 10.52 mills per ton mile, and only 3.86 mills on the barge line.

Congress has passed a bill for a 6-ft. channel from St. Louis to Kansas City.

Transportation has become such a vital problem and freight rates are so high we never will be able to develop the resources of the Mississippi Valley unless we develop the waterways.

When we discovered that the appropriation bill provided \$15,000,000 for New York harbor alone and only \$13,500,000 for all internal waterways we had a com'te go to Mr. Dawes and in the budget he raised the amount to \$27,000,000. We told them we ought to have \$42,815,000, and it was carried by a vote of 172 to 75.

J. A. Fisher, St. Louis representative of a life insurance company, explained the plan of group insurance whereby 50 or more members of the Ass'n and their employees could obtain a greatly reduced cost of insurance up to \$2,000 per individual payable to any named beneficiary without a physical examination, the Sec'y of the Ass'n to collect all premiums for the insurance company on an increasing rate per individual with increasing age.

The plan had been approved by the directors of the Ass'n, and a motion that the recommendation by the directors be adopted was unanimously carried.

Dr. W. F. Gephart, of St. Louis, vice pres. of the First National Bank, delivered an address on "The Financial Situation," from which the following is taken:

THE FINANCIAL SITUATION.

It is perfect asininity for the United States to talk of self-sufficiency. The industrial prosperity of the United States is wrapped up in the prosperity of every other part of the world. We do belong to an economic or business league of nations and it is up to us to find out what we are going to do about it. (Applause.)

The price levels of groups of commodities on Mar. 31, based on 1913 as 100 per cent were: grain and flour, 82.1; live stock, 66.7; metals and metal products, 71.6; fibers, silk and textiles, 113.4; fuels and coal, 99.7; and building material, 105 per cent. For the last 12 months there is being brot about a more normal relationship and we see a much improved situation. We are going to have ample funds to finance all legitimate business. The annual saving of the people of the United States now is calculated at \$8,000,000,000. We are no longer dependent upon foreign nations for capital, but have become a nation producing capital. Let's not step on the grass too quickly.

Sec'y Boyer read an amendment to the by-laws to make them conform to the change in the rules of the Grain Dealers National Ass'n automatically expelling from membership a member who has been expelled from a state ass'n for refusing to arbitrate, and on his motion the amendment was adopted as follows:

Any member of the Grain Dealers National Ass'n expelled for refusal to arbitrate shall

automatically stand expelled from the Missouri Grain Dealers Ass'n; and a member expelled from the Grain Dealers National Ass'n shall not be eligible to membership in the Missouri Grain Dealers Ass'n unless such disability has been removed.

Adjourned to 9:30 Thursday.

The Banquet.

Wednesday evening the St. Louis Grain Club entertained the visiting dealers at a banquet in the headquarters hotel. As the guests marched into the dining hall they were adorned with fancy hats of tissue paper by four dancing girls.

John L. Messmore acted as toastmaster. Pres. Powell of the Exchange and John Herron of the Grain Club spoke very briefly in welcome. An elaborate dinner was followed by cigars.

The entertainers included girls, girls and more girls, singers and fancy dancers. One of the younger singers had a range of notes that placed her in both sexes. Another singer was fondly embraced by one of the guests but later "she" removed "her" wig; and the other guests gave him the laugh.

Geo. Harsh was called on repeatedly for a song and acquitted himself creditably. "Tod" Sloan won the audience with his song about Sarah in the China Shop.

Living pictures showed some artistic poses; and toward the close of the entertainment the fun grew fast and furious. Confetti filled the air, and many felt the impact in the back of the neck of a wet napkin rolled into a ball. The hall was warm and the actresses felt more comfortable after the removal of most of their clothing.

Thursday Session.

When the Thursday morning session was called to order at 10:30 o'clock Pres. Meinershagen announced that Chas. Rippin, who was to have addressed the dealers on "Transportation and Rate Problems," was tied up in a rate hearing and could not be present.

B. E. Clement, of Waco, Tex., pres. of the Grain Dealers National Ass'n, who was to have told the dealers about the activities of that ass'n, telegraphed from Boston, Mass., that he was held there. Mr. Clement has been in the East on Association work.

C. A. Morton, St. Louis, Mo., explained the changes made in the wheat grades, which are published elsewhere in this number of the Journal. He also said:

A good percentage of wheat coming to St. Louis is infested with garlic, especially that from Northwestern Missouri, and the only way to stop it is to make it unprofitable for the farmers.

Farmers believe the present system of federal grading does not reflect back the value to the farmer and this is the basis for all the agitation for a change in the grades. The investigators found that the country grain buyer was paying too much for poor wheat altho paying enough for good wheat. The country buyer's spread of prices does not sufficiently penalize the farmer who persists in growing poor wheat.

As chairman of the Transportation Com'te Mr. Morton then read the following report:

Transportation Com'te Report.

While the past year has been an eventful one in the railroad line, at the same time there has been very little which your Transportation Com'te could do except watch the drift of developments and be prepared to take action whenever the times are right.

The present railroad rate reductions and general moves as to rate policy are of national scope rather than for any individual territory, and we are glad to be able to report that in these adjustments, the Missouri shipper has fared equally as well as other sections. There are at present, several matters of importance pending, but so far it is not opportune for the Ass'n to take an active part, and we are simply entering an appearance at these hearings so that our interests are amply protected.

There is being prosecuted at the present time in St. Louis, a hearing before the Interstate Commerce Commission, covering flour and feed rates to the Southeast, the effort being to bring about a reduction of the carload rates and also obtain for the Missouri miller, the same privileges of shipping in less than carload lots which are accorded the mills south of the Ohio and east of the Mississippi River. While the



Front row, left to right: Treas. W. W. Pollock, Mexico; Pres. A. H. Meinershagen, Higginsville; Sec'y D. L. Boyer, Mexico; A. J. Mann, Clinton. Rear row: J. M. Richards, Hannibal; A. C. Horter, Sedalia; D. B. Kevil, Sikeston; J. S. Klingenberg, Concordia; Cecil Wayland, Carrollton; F. W. Eggers, Hermann.

grain dealers are not directly interested in this hearing, the mills of the Ass'n are, and in case of a reduction, it will undoubtedly open a wider market for the Missouri wheats.

You will recall that last year the Ass'n passed a resolution calling for a general reduction of rates, and it is our pride that the Missouri Ass'n was the first to take this step. Something like 300 copies of the resolution were printed and sent to every official of the Government who might be instrumental in assisting state organizations to get a general reduction. We believe this work coupled with farm organizations, had enough influence to cause the Public Service Commission of the grain states to take the stand they did in Washington last fall which brought about the reduction in grain and grain product rates.

Claims.—The Com'ite has occasional complaints in regard to claims which the railroads handle unsatisfactorily. It is impossible for your com'ite to handle the claim problem as a whole, but we are glad to give such advice and assistance as is within our power whenever called upon.

Have Scales Tested.—Every grain dealer, shipper and miller should have his scales tested regularly and know beyond all doubt that the weighing facilities at his plant are correct. With this knowledge he can force collection of claims which otherwise would be lost.

Mr. Morton read a resolution advocating the elimination of the 6 per cent guaranty to the railroads on their capital investment; and also read a resolution suggested by Mr. Rippin against the increase in rates when the present 10 per cent reduction expires. These later were incorporated in the resolutions prepared by the resolutions com'ite and adopted by the board of directors.

For the auditing com'ite Mr. Klingenberg reported the accounts of the sec'y and treas. to be correct, and the report was adopted.

NEW OFFICERS named by the nominations com'ite then were elected without opposition, as follows: Pres., A. H. Meinershagen, Higginsville, Mo.; vice pres., W. T. Lingle; treas., W. W. Pollock; directors for two years, A. C. Horter, Sedalia; D. B. Kevil, Sikeston; J. W. Boyd, Joplin; J. M. Richards, Hannibal; and F. W. Eggers, Hermann, Mo.

J. G. Alexander, St. Louis, Mo., then gave a demonstration of the radiophone with a receiving set he had set up in the meeting hall, and replied to questions by those interested. "St. Louis has four sending stations, one being the St. Louis University and the other the Post Dispatch." "It is advisable to use a head set, as the magnavox amplifies the noises more than the signals." "We don't get Chicago here very well." Between Jefferson City and St. Louis there seems to be some iron deposit that knocks out the radio."

Adjourned *sine die*.

The adjournment was followed immediately by a meeting of the directors at which the following resolutions were adopted:

Resolutions.

AGAINST GOVERNMENT DISCOUNTS.

WHEREAS, the conditions under government control that necessitated an arbitrary discount being placed on No. 2 and No. 3 grades of wheat compared with No. 1 no longer exist, and

WHEREAS, these differences can not be intelligently fixed in advance of the maturity of a crop,

RESOLVED, that we urge that hereafter wheat for future delivery be bought and sold as No. 2, lower grades to be accepted at market difference day of arrival.

EXORBITANT CHARGE FOR INSPECTION AND WEIGHING.

WHEREAS, the present charges for inspection and weighing at terminal markets in Missouri are exorbitant; and

WHEREAS, under the present law all fees go direct to the treasurer of the state and become public funds, and to the extent that they more than cover the actual expense of operation are a tax on the producers and the Missouri grain trade; therefore be it

RESOLVED, that these charges should be reduced to a point where the revenue would approximate actual charges; and we ask all grain associations, boards of trade and grain exchanges to join us and use their best efforts in getting a reduction of such charges.

CONTINUE GOVERNMENT OPERATION OF BARGE LINE.

WHEREAS, we are intensely interested in any means by which transportation might be improved or the rates of freight reduced, and have watched with interest the development of the government barge line on the Mississippi River; and

WHEREAS, it is conceded by the president of

one of the most important railways which parallels the river that the barge line should be given time to demonstrate its practicability and necessity; therefore be it

RESOLVED, we urge those in authority that no change be made except where it might be possible to bring about greater efficiency and that the matter of turning over this system to private interests be not considered within the next three years.

REPEAL SIX PER CENT GUARANTY TO RAILROADS.

WHEREAS, it has come to our attention that the National Industrial Traffic League and the National Ass'n of Public Service Commissioners, the American Farm Bureau Federation and other national ass'ns have gone on record in favor of eliminating the so-called 6 per cent section from the Interstate Commerce Act, the said section being practically an instruction to the Interstate Commerce Commission to see that the carriers are allowed rates of transportation that will allow 6 per cent as nearly as possible may be, return on the value of their property devoted to transportation purposes, and

WHEREAS, this assurance in the law may have a tendency to cause extravagance in expenditures upon the part of the railroads since they are assured of rates to yield them the above return after all expenses, and

WHEREAS, this is wrong from an economic point of view as was shown by the advance in freight rates in a time of great business depression, when if the law were carried out logically all freight rates would be advanced to bring revenue to the carriers to recoup them for diminished volume of traffic, and

WHEREAS, in time of great movement of freight and great prosperity when the freight rate is felt least of all by shipper and consumer the carrier would be obliged if the law were logically carried out, to reduce the rates, thus going contrary to the law of supply and demand under which the price of an article is not reduced when the demand is greatest but rather when the demand is least, and

WHEREAS, it has always been the law prior to the six per cent section that a carrier was entitled to a reasonable return upon his property; therefore, be it

RESOLVED, that it is the sense of the convention that the position of the organizations named in the first preamble who advocate a repeal of the so-called six per cent section of the Interstate Commerce Act should be endorsed, and a copy of this resolution should be sent to the members of the Public Service Commission of Missouri, the Interstate Commerce Commission and members of Congress from the state of Missouri; also to other grain dealers ass'ns in the central and western territory.

OPPOSE ANY INCREASE ON AGRICULTURAL PRODUCTS.

WHEREAS, in a recent case decided by the Interstate Commerce Commission there was a reduction in freight rates authorized in territory west of the Mississippi River amounting to about 13 per cent on wheat and hay and about 21½ per cent on corn and oats, which under the law can not be raised again for two years from date of order, which was Dec. 21, 1921, and

WHEREAS, coincident with this reduction and also taking effect on Jan. 1, 1922, there was a further general reduction on agricultural products generally of 10 per cent, the latter reduction having been made voluntarily by the carriers and expiring June 30, 1922, whereupon the rates in effect previous to the 10 per cent reduction will become effective in all those territories on agricultural products; and

WHEREAS, when the reductions were made on agricultural products effective Jan. 1, 1922, a large part of last year's production had moved away from the farms and hence the producers did not get any benefit in the price return to them because of those reductions, and furthermore the prices of agricultural products are still in such a depressed condition (except wheat) that they can not stand any increase in rates from the existing figures and should rather have a further reduction, be it therefore

RESOLVED, that this ass'n go on record as being opposed to any increase in freight rates whatsoever on agricultural products this year and as recommending to the carriers involved, the Public Service Commission and Interstate Commerce Commission that instead of any advance being allowed there should be further reductions made to relieve the position of the agricultural producer. A copy of this should be sent to members of the Public Service Commission, Interstate Commerce Commission, Congressional representatives of Missouri and other grain dealers associations. We adhere to our statement of a year ago: That in our opinion present rates of compensation to officers and employees are excessive and that abuses exist in the payment of employees which should be corrected; that 8 hours' service should be rendered where 8 hours' pay is received, and in all cases value received in the way of service should be rendered for pay.

A BILL has been introduced in congress by Senator Robinson, of Arkansas, to extend the life and authority of the War Finance Corporation to July 1, 1923.

Hooper, One Time Oat King, Dead.

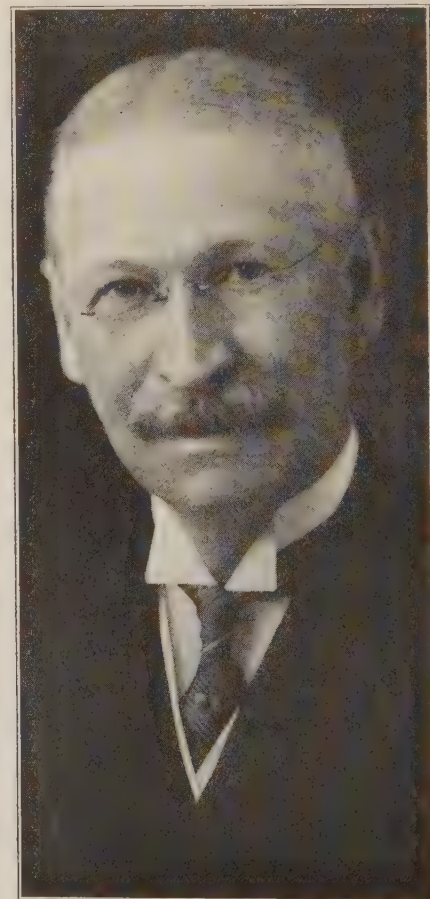
James Kimball Hooper, for many years one of the best known men in the Chicago oats trade, died Apr. 20 at his residence in that city, after a long illness.

Mr. Hooper was born at Walpole, N. H., 70 years ago and engaged in the grain business as traveling representative, selling grain and flour for some of the biggest western shippers, after which he formed the firm of Hooper Bros., Portland, Me., and Hooper & Co., Boston, Mass. In 1890 he went to Chicago and became manager of the cash grain department of Irwin, Green & Co., a leading brokerage house. Five years later he joined D. S. Lasier and the partnership of Lasier & Hooper continued until the failure of banker Jno. R. Walsh, who had extended them credit. This firm was then reorganized as the Lasier & Hooper Co., and when the former retired was succeeded by the Hooper Grain Co., the two stockholders finally being Mr. Hooper and E. G. Brown. The business developed tremendously, handling 31,274,000 bus. of oats in 1914. Hooper's brand of "Sunny Jim" oats became known thruout the East.

The death of his younger partner, Mr. Brown, who acted as buyer, was so discouraging to Mr. Hooper that he decided to go out of business, an announcement he made Nov. 4, 1915. He sold the Atlantic Elevator and disposed of his lease on the Grand Trunk Western, at Chicago.

His health went into a decline after he gave up business actively, and he has spent much time in a sanitarium. He is survived by a widow, Mrs. Mary Milliken Hooper, one son, James M. Hooper, and two daughters, Miss Frances, and Mrs. Nelson Buck.

On Apr. 8 the Swedish Riksdag decided to repeal the sliding import duty on grain and to reestablish the old system of fixed tariffs. The duty hereafter is to be 3.7 kroner per 100 kilos.



James K. Hooper, Chicago, Ill., Deceased.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Mena, Ark.—The Eugene Cox Grain Co. went out of business in 1920. I am still a member of the Chicago and Kansas City Exchange.—Eugene Cox.

Walnut Ridge, Ark.—The Arkansas Mill & Elevator Grain Co., which succeeded the Hoxie Mill & Grain Co. a short time ago, is planning to sell its property in order to pay off a mortgage of \$20,000 which is held by the bank here.

Ft. Smith, Ark.—The flour mill operated here by the Consolidated Flour Mills Co. of Hutchinson, Kan., has passed into the hands of the Oglesby Feed Stores Co. of this city and the Bowen-Romer Flour Mills of Independence, Kan.

Little Rock, Ark.—The Farmer-Wilson Co. was dissolved Apr. 8. Mr. Wilson withdrawing and the E. L. Farmer Co. buying out the Farmer-Wilson Co. We consolidated with the W. R. Wilson Co. on May 15, 1920, and this partnership was dissolved this April. We will resume business under the old firm name.—E. L. Farmer Co., by E. L. Farmer.

CALIFORNIA

Bakersfield, Cal.—The Bannister Grain Co. will install a poultry feed mixing plant which will include a cleaner, corn cracker, mixer and other machinery.

San Francisco, Cal.—Douglas Parker, who has been with Rosenberg Bros. & Co., has entered business for his own account under the name Douglas Parker & Co. The firm will handle grains and grain products.

Lincoln, Cal.—Farmers and grain elevator representatives held a meeting here recently at which they planned the erection of an elevator. The sum of \$10,000 was raised at the meeting was increased to \$16,000 later.

Santa Ana, Cal.—Southern California grain growers held a conference on April 14 at which was discussed plans for the erection of grain elevators in that vicinity. An interesting and instructive program was given including an illustrated lecture on grain handling methods, and several speakers.

CANADA

Toronto, Ont. — The Leitch-McClean Elevator Co., Ltd., has been dissolved.

Kelvington, Sask.—The Canadian West Elevator Co. will build a 30,000-bu. elevator.

Beechy, Sask.—A 30,000-bu. elevator will be erected here by the State Elevator Co., Ltd.

Melfort, Sask.—The Searle Grain Co. will transfer its head office to Winnipeg, Man.

Carmel, Sask.—The Saskatchewan Co-op Elevator Co. contemplates erecting an elevator here.

Montreal, Que.—The firm of J. A. Lambert has been incorporated to conduct a grain, hay and coal business.

Bradwell, Sask.—An elevator, which will have a capacity of 30,000 bus. will be erected here by the State Elevator Co., Ltd.

Edam, Sask.—The Saskatchewan Elevator Co., Ltd., will build a 30,000-bu. elevator to replace the house destroyed by fire some time ago.

Vancouver, B. C.—A. C. Noakes, of the grain brokerage firm of Noakes and Eccles, died recently. He was at one time connected with the Victory Flour Mills, Ltd.

Port Arthur, Ont.—The piling of the concrete elevator here which will be operated by Parrish & Heimbecker has been completed and the concrete will be run as soon as the ice breaks up.

Point Edward, Ont.—We do not contemplate the construction of a grain elevator at this place, neither are we interested in any project for the same.—Grand Trunk Railway System, F. L. C. Bond, chief engineer, Montreal, Que.—It was previously announced by the Grand Trunk Railway officials that an elevator would be erected here.

Vancouver, B. C.—J. T. Jones of the Board of Grain Commissioners states that after going into the matter thoroughly, he is willing to recommend the erection of a storage grain elevator if the Government considers it advisable. He also stated that he had taken the matter up with the Vancouver Merchants Exchange. The elevator will probably be erected on the Kitsilano reserve and will also provide a Canadian National Railway terminal. The capacity is suggested to be a million and a quarter bus. with plans for increasing the same if necessary. The low storage and cleaning tariff make Vancouver desirable as a shipping port. Incidentally it is the only open Western port in Canada.

COLORADO

Platner, Colo.—The elevator purchased by N. E. Gailey is that of the Otis Farmers Elevator Co.

Boulder, Col.—The books of the Boulder Mill & Elevator Co. have been placed in the hands of an auditor on account of market conditions.

IDAHO

Bonnors Ferry, Ida.—W. T. James is mgr. of the Kootenai Valley Products Co., which is erecting an elevator, warehouse and feed mill.

Franklin, Ida.—The Franklin Mfg. Co. is selling its 3,000-bu. elevator together with warehouse, dwelling and five acres of land for \$16,000. The plant has water and electric power.

Preston, Ida.—The Franklin County Farmers Equity has no grain elevator. We merely act as agents for grain companies buying for their account. Some day we hope to have our own elevator.—E. L. Fischer, mgr. This concern was formerly known as Farmers Society of Equity.

ILLINOIS

Clinton, Ill.—Edwin Blue has given up his position as mgr. of the De Witt County Co-op Grain Co.

Greenville, Ill.—John Wise is having the warehouse which he bot from the Greenville Elevator Co. repaired.

Carlock, Ill.—William Earnest is the mgr. of the Carlock Farmers Elevator Co., recently owned by O'Hare & Schwartz.

Barnes (Normal p. o.), Ill.—L. A. Prahms, who was with the Harrison-Ward Co., has removed to Bloomington.

Farmer City, Ill.—E. C. Murphy is the new mgr. of the Farmer City Grain Co., succeeding G. M. Slingloff in that capacity.

Donnellson, Ill.—J. W. Hampton, who is mgr. of the Farmers Equity, is planning to have some repairing done to the plant this spring.

Arthur, Ill.—Wells Bros. are having their elevator attractively repainted. The elevator was formerly operated by Dr. F. C. Phillips.

Victoria, Ill.—A. Seward recently succeeded Forest Carlson as mgr. of the Victoria Farmers Elevator Co. Mr. Seward was mgr. of this company in 1916.

Lerna, Ill.—I have no plans made yet as to what I will build.—E. L. Champion. Mr. Champion's elevator and warehouse were destroyed by fire during March.

Viola, Ill.—B. L. Christy recently sold his elevator at Viola to George Hughes and F. D. Sexton. A. W. Smith will continue to act as mgr. of the plant.

Griggsville, Ill.—Work has been started on the preparation of the ground on which the elevator coal sheds and warehouses planned by the Griggsville Farmers Elevator Co. will be built.

Dixon, Ill.—The Universal Oats Co., manufacturers of cereal products, has involuntarily gone into bankruptcy, the principal creditor being the Cedar Rapids Grain Co. of Cedar Rapids, Ia., which alleges the Universal Co. owes it over \$42,000. Other creditors' claims, including that of the Cedar Rapids concern, amount to \$52,000.

Streator, Ill.—We will engage in the grain business in Streator, and will build an elevator and flour mill.—Streator Mill & Elevator Co., A. E. Newman, sec'y. This company incorporated recently for \$25,000.

Pekin, Ill.—Landholders in this vicinity are trying to induce the Smith-Hippen Co. to build another elevator, which will be used to take care of all the grain raised on the 7,500 acres which the district comprises.

Maroa, Ill.—The elevator of the American Grain Co. is not being operated at the present time.—Geo. H. Waller. Mail addressed to A. M. Green, who bot the concern a few months ago, is returned by the post office department.

Ridge Farm, Ill.—The Ridge Farm Co-op Grain Co. was recently incorporated with a capital stock of \$10,000. Incorporators: R. S. Bines, John Chamberlain and P. J. Hester. The company will deal in feed, live stock, farm products, coal, etc.

Keensburg, Ill.—I note the report that I had bot the Henderson Elevator at Johnson, Ind. This is not correct. I have bot A. Waller & Co.'s elevator at Johnson and the Henderson Elevator Co. is also a buyer at Johnson.—A. L. Bump, Bump & Thomas.

Creston, Ill.—J. G. Park recently bot the H. F. Hurst elevator and coal sheds and is planning to conduct a grain and coal business with which George Moore will also be connected. He took possession of the elevator Apr. 6, and will take over the coal business July 1.

Union Hill, Ill.—The Union Hill Farmers Elevator Co. has incorporated here and they intend to buy one of the elevators located here now. We would not sell ours and do not know how they made out with the other firm, Bartlett, Frazier & Co. Our opinion is that they will have to build.—Desens Bros., per Leo W. Desens.

Sutter (Hopedale p. o.), Ill.—Charles Graff, well known for his activity in grain circles in this vicinity, died at Minier a short time ago, a victim of apoplexy. He was 66 years of age. Mr. Graff organized the Co-op Grain Co. in 1910 and at the time of his death was a director of the Farmers State Bank, the Little Mackinaw Grain Co. and the Sutter Farmers Grain Co. He is survived by his widow and four children.

Monee, Ill.—The grain elevator coal and lumber businesses conducted by George Miller, Harvey Kolstedt and August Schwiesow respectively have been consolidated into one firm which will be known as the Monee Grain & Lumber Co. This move was due to the necessity of changing their business locations on the Illinois Central right-of-way. Preparations for moving have already been made. Mr. Miller sold his storage house to C. Peterson and Mr. Schwiesow sold his old elevator to Fred Harmening.

Peoria, Ill.—Among the subjects placed on the program of the Illinois Grain Dealers Ass'n for the meeting at this city May 9 and 10 are the U. S. G. G., Inc.; Railway Leases; New Illinois Weights and Measures Act; Discrepancies in Federal Grading; Taxation Under Constitutional Convention Plan. Two types of wireless outfits will be in operation. The entertainment committee of the Board of Trade has arranged a theater party for everybody Tuesday night, and for the ladies auto rides and luncheon.

CHICAGO NOTES.

Memberships in the Board of Trade are selling at \$6,750.

John T. McNally of A. O. Slaughter & Co. died the early part of the month.

The sum of \$50,000 will be expended on a 750-foot dock of concrete, at the Norris Elevator.

New members of the Board of Trade are Albert Murphy, George Wood, Jr., and Philip H. Schifflin, Jr.

Dean, Onativia & Co. have taken Benjamin R. Cahn into partnership, the latter retaining his brokerage office as a branch.

Sim Fernandes of Springfield, Ill., has been cleared of all irregularities and reinstated to membership in the Board of Trade.

Charles B. Congdon, a member of the Board of Trade, died this month. He is survived by his widow, a son and four daughters.

Norris & Co. have let the contract to Jas. Stewart & Co. for a 1,100,000-bu. reinforced concrete annex to their elevator in South Chicago.

The directors of the Board of Trade recently elected Don C. Carr to membership. Mr. Carr was formerly connected with Simons, Day & Co.

E. W. Scott of the Scott, George Grain Co. of Denver, Colo., was expelled from the Board for taking trades when insolvent.

The Board of Trade has contributed \$50,000 to the Citizen's Com'ite for the enforcement of the Landis award of wages in the building trades.

Z. R. Carter, grain merchant, died Apr. 19, after a protracted illness at the age of 76 years. Mr. Carter was at one time pres. of the Board of Trade.

The application to have grain in cars made a regular delivery on contracts for May delivery has been referred to the warehouse com'ite of the Board of Trade.

Stephen Jones will open an office as a broker in grain in the Board of Trade. For the last few years, Mr. Jones has been active on the Board of Trade in Duluth, Minn.

The following have been elected to membership in the Board: Charles Thayer of Minneapolis, Charles Sommers of Saginaw, Mich., C. C. Hobson and T. J. Garrison of Chicago.

The Central Trust Co. has been appointed receiver for O. T. Anderson & Co., brokers. Liabilities amount to \$100,000, with no assets. This firm holds a Board of Trade membership.

Frederick Chandler, Jr., of Chandler Bros. & Co. of New York and Philadelphia, was expelled recently from the Board of Trade because of business irregularities. The company failed recently.

The Board of Trade will ballot on the amendment to the exchange rules of regarding trading for non-member corporations. This amendment was submitted to all western exchanges by the joint conference com'ite on grain marketing, and was adopted April 12 by the Minneapolis chamber.

INDIANA

Mooreland, Ind.—Lewis Hoover is now in charge of the Mooreland Co-op. Co.

Hedrick, Ind.—A windstorm recently completely wrecked the elvtr. of Seeger & Betts.

New Albany, Ind.—James L. Armstrong, sec'y-treas. and mgr. for the New Albany Milling Co., died Mar. 26.

Grass Creek, Ind.—Frank Myers of Rossburg, O., has been engaged to work in the H. C. Hirsch elvtr. this year.

Akron, Ind.—Lumber and feed business is good. Fine prospects for building.—Akron Co-op. Supply Co., J. M. Doan, mgr.

Frankton, Ind.—A new electric dump for unloading trucks and heavy wagons has been purchased by the Farmers Grain Co.

Portland, Ind.—The Haynes Mfg. Co. which recently increased its capital stock is contemplating having repairing done on its plant.

Orestes, Ind.—The Urmston Grain Co.'s elvtr. was recently damaged \$2,000 by wind. The detached office and warehouse was wrecked, loss \$1,500.

Decatur, Ind.—The final certificates of dissolution of the Bowers-Niblack Grain Co. has been filed. This company went out of business two years ago.

Goodland, Ind.—We wish to advise that we expect to install a feed grinder and erect a larger feed and seed house soon.—Farmers Co-op. Co., per C. H. Adamson, mgr.

Evansville, Ind.—Creditors of the defunct Akin-Erskine Mfg. Co. could not effect a compromise at the meeting held April 11, and it was decided to dispose of the assets on May 10.

Petersburg, Ind.—An elvtr. to have the capacity of 10,000 bus. will be erected here by the Whitelock Mfg. Co., to cost \$20,000. This will replace the elvtr. burned over a year ago.

Akron, Ind.—I suffered the loss of left hand just back of third knuckles, cutting it off in a rip saw in labor yard March 28, and saving only the thumb.—J. M. Doan, mgr. Akron Co-op. Supply Co.

Lafayette, Ind.—The Crabbs-Reynolds-Taylor Co. owes its still-intact elvtr. to the efficient work of the fire department when it succeeded in extinguishing flames that started in the boiler room. The loss amounted to about \$500.

Johnson, Ind.—I note in your recent issue a report that I had bot the Henderson Elvtr. Co.'s plant here. This is not correct. I have bot the A. Waller & Co.'s elvtr. here and the Henderson Elvtr. Co. is also a buyer.—A. L. Bump, Bump & Thomas, Keensburg, Ill.

Monroe, Ind.—The office of the elvtr. of the Monroe Grain Co. has been undergoing spring improvements recently. John Floyd is the mgr.

Evansville, Ind.—Twenty-five farmers who had sold wheat to the bankrupt Akin-Erskine Milling Co. have started suit against Iglehart Bros., which in turn bot the wheat from the bankrupt Iglehart Bros. say the farmers will be paid as soon as the bankruptcy court has decided.—C.

Thorntown, Ind.—Suit has been filed against the Thorntown Grain Co. asking that a receiver be appointed as the company is in danger of insolvency. Its assets amount to \$16,000 in property and \$12,000 in cash; and liabilities will necessitate the sale of the property so that its debts may be paid.

Mt. Vernon, Ind.—At the annual meeting of the stockholders of the Farmers Elvtr. Co. the following directors were chosen to serve one year: A. Templeton, Henry Schrieber, William Thompson, Elliott LaDuke and A. W. Mackey. The directors selected Mr. Mackey as mgr. for the ensuing year. (Carleton.)

Van Buren, Ind.—Opening the safe door of the Van Buren Equity Exchange with the kindly aid of nitro-glycerin which also succeeded in destroying a typewriter and adding machine, thieves were fortunate enough to find about \$118 in cash and \$300 in checks. They left the checks. Everett McVicker is mgr.

Waveland, Ind.—The Newton Busenbark Grain Co., whose main office is at Crawfordsville, has leased the local elvtr. for an indefinite period. They take charge immediately and will carry a full line of feed and salt. This makes eight elvtrs. this company is operating in this locality.—L. D. Little, asst. mgr., Jamestown, Ind.

IOWA

Center Point, Ia.—W. W. Patrick has succeeded R. B. Jones as mgr. of the Farmers Co-op. Co.

Cartersville, Ia.—Art Shellington has succeeded Frank Rogers as mgr. of the Farmers Supply Co.

Meriden, Ia.—The Farmers' Co-op. Elvtr. Co. is planning to enlarge its office this spring. C. W. Brower is mgr.

Stanwood, Ia.—A. R. Bailey has succeeded J. P. Christianson as mgr. here for the King-Wilder Grain Co.

Elliott, Ia.—R. C. Kipp is the purchaser of the R. H. Hillhouse elvtr. and not Charles M. Redmon, as reported.

Ferguson, Ia.—Stanley Clemmer is the new mgr. of the Farmers Elvtr. Co., having succeeded F. H. Powers.

Des Moines, Ia.—Sargent & Co., dealers in grain and feed, suffered \$10,000 loss by fire in their warehouse Apr. 11.

Charles City, Ia.—The J. C. Shaffer Grain Co. of Chicago is opening a branch office here, with A. R. Hendrickson in charge.

Grafton, Ia.—The Farmers Co-op. Society is contemplating the remodeling of its office this spring. R. A. Nack is the mgr.

Bondurant, Ia.—The Clark Brown Grain Co. is planning to build an elvtr. on the old site to replace the one that burned a few months ago.

Robertson, Ia.—George Wadsworth who operated an elvtr. here, died recently and the administrator of the estate has offered it for sale.

Ellsworth, Ia.—A. N. Moore has resigned from the Farmers Elvtr. Co. and is planning to buy an elvtr. His resignation becomes effective June 1.

Iowa Falls, Ia.—J. H. Stickney, a coal merchant, recently bot the Rock Island Elvtr. Mr. Stickney has been renting this elvtr. by lease since 1918.

Alden, Ia.—C. C. Flanley, pres. and general mgr. of the Flanley Grain Co., whose headquarters are at Sioux City, has opened a grain buying office here.

Struble, Ia.—Oil soaked boards caught fire in the house of the Atlas Elvtr. Co. Apr. 7. The flames were extinguished by the fire company with small loss.

Humboldt, Ia.—I have succeeded W. J. Brown as mgr. of the Farmers Co-op. Ass'n.—George E. Beals. Mr. Beals was formerly Iowa representative of the Buerger Commission Co. of Milwaukee, Wis.

Manning, Ia.—Jacob Ohde is contemplating selling his elvtr.

Davenport, Ia.—Robert M. Abbott, dealer in grain and produce, died Apr. 14, aged 85 years. He was a native of Pennsylvania and came to Davenport in 1866.

Midvale, Ia.—The Midvale Grain Co. recently incorporated for \$10,000. Incorporators: A. R. Severson, Sam Steensland, O. V. Weeks, John Eide and Chester Dueland.

Davenport, Ia.—The plant that burned here at a loss of \$500,000 was no longer owned by the Corn Products Co. Insurance, \$160,000. One of the buyers of the property was the Nichols Wire & Sheet Co.

Cornell, Ia.—The property of the Farmers Co-op. Co. is to be sold by F. R. Barglof, assignee, on May 3. It includes a grain elvtr., feed house, lumber and lumber sheds, coal sheds, hardware stock, and furniture and fixtures.

Ruthven, Ia.—The Wilson Grain Co. has closed its elvtr., and it is to remain closed for an indefinite period, but it is hoped that the company's affairs will be so righted in the near future that business may be resumed.

Iowa City, Ia.—A branch office of the Beach-Wickham Grain Co. was opened here this month in the Board of Trade. There is also a local office of which I. B. Hunt will have charge. Mr. Hunt was formerly mgr. for E. W. Wagner & Co.

Morningside, Ia.—Edward B. Empey, pres. of the Morningside Elvtr. Co., died April 4, after a long illness. He was 54 years old. He is survived by his widow, a son and daughter. His associate, J. C. Quisenberry, died last February.

Cedar Rapids, Ia.—The Cedar Rapids Grain Co. is the principal creditor of the Universal Oats Co. of Dixon, Ill., against which an involuntary petition of bankruptcy has been filed. Creditors' claims amount to \$52,000, most of which is owed to the Cedar Rapids Grain Co.

Wyoming, Ia.—The offices of E. E. Meyers, grain and coal dealer, and Beckwith & Ingalls, also coal dealers, were broken into recently and the visitors succeeded in finding about \$65 in each place. It is also believed they appropriated a machine belonging to section men to make their departure.

Sunbury, Ia.—Our elvtr. was struck by a recent windstorm, which moved south wing about 4 inches off the foundation, also tearing iron sheathing from west and east side of cupola and roof. Having about 3,500 bus. wheat, some barley and some corn in the house at the time, we were forced to have it repaired the following day in a bad rain and windstorm.—Farmers Grain & Lumber Co.

Cedar Falls, Ia.—Officials of the Waterloo & Cedar Falls Union Mill, operating flour mills in Waterloo and Cedar Falls, are contemplating the consolidation of the two and the removal of the Waterloo plant to Cedar Falls. Damage done to the dam across the Cedar river resulted in the loss of the water power in Waterloo and if the company wishes to continue operations in Waterloo, the dam will have to be rebuilt.

Webster City, Ia.—A spark from a railroad locomotive engine ignited the shingle roof of the Webster City Elvtr. Co.'s elvtr. April 18 at 10:45 a. m. John Brown, son of the manager, tried to put out the fire with a chemical hand extinguisher, but could not reach the spot. The fire department saved the building and the roof but greatly damaged the shelled corn in the bins with water. The grain in store was valued at \$15,000; loss probably \$2,000.

Essex, Ia.—The Farmers Co-operative Exchange, operating branch elvtrs. at Shenandoah and Coburg, discontinued business Apr. 17 and decided to go into voluntary bankruptcy. The liabilities are \$65,000 and assets invoiced at about the same. The company did a heavy business at its three elvtrs., but has been in shaky condition for some time, and the 800 stockholders will probably lose the greater part of their investments, ranging from \$50 to \$500 each.

KANSAS

Ford, Kan.—I have recently installed a truck dump.—Chas. E. Stuart.

Bushton, Kan.—Otto Habiger is erecting a grain elvtr. on his property.

Stockton, Kan.—J. M. Frieze has taken charge as mgr. for the Rogers Grain Co.

Lindsborg, Kan.—The Lindsborg Mill & Elevtr. Co. is building a concrete elevtr. 100 ft. high.

Hope, Kan.—The Farmers Co-op. Elevtr. & Supply Co. was burned April 15, incurring a total loss.

Liberal, Kan.—An elevtr., to have a capacity of 10,000 bus., will be erected here by A. Bozarth.

Junction City, Kan.—We have quit the grain business temporarily.—Farmers Union Co-op. Exchange.

Tisdale, Kan.—C. E. Cook has succeeded J. W. Bailey as mgr. of the Tisdale Farmers Union Co-op. Ass'n.

Hazelton, Kan.—Farmers in this vicinity recently organized the Hazelton Wheat Growers Co-op. Ass'n.

Webber, Kan.—B. A. Jennings is no longer our manager at Webber.—The Scoular-Bishop Co., Superior.

Trousdale, Kan.—The Rock Mill & Elevtr. Co. has closed its elevtr. until harvest time. E. B. Schmidt was mgr.

Manchester, Kan.—The Abilene Flour Mills Co. will build a 15,000-bu. elevtr. in connection with its property here.

Bushton, Kan.—We are contemplating putting in a new loader to be run by electric power.—Bushton Grain & Supply Co.

Wellington, Kan.—J. C. Conly will operate the plant of the Romine Milling Co. which he purchased, as the Sumner Milling Co.

Bentley, Kan.—We will raise our elevtr. cupola hopper scale and elevtr. head and install new spouting in May or June.—J. A. Armour.

Hope, Kan.—The elevtr. of the Farmers Co-operative Elevtr. & Supply Co. burned Apr. 15. Loss, \$10,000 on elevtr. and \$3,000 on grain.

Severy, Kan.—The Co-operative Union Mill & Elevtr. Co., for which H. A. Bonnell is mgr., contemplates the installation of new machinery.

Garfield, Kan.—H. G. Moberly of Smith Center has been hired to be mgr. of the Garfield Co-op. Co. this year.—C. H. Wagner, present mgr.

Perth, Kan.—The Consolidated Flour Mills of Hutchinson recently purchased an elevtr. at this place. Fred Burns is mgr. of the Hutchinson establishment.

Archer, Kan.—George Gano, owner of the Rock Mill & Elevtr. Co. of Hutchinson, is planning to establish an elevtr. here. Archer is a new railroad town.

Holton, Kan.—The matter of appointing a receiver for the Western Elevtr. Co. has been taken up in court. This company sold one of its elevtrs. two years ago.

Osage City, Kan.—Mgr. Mettleblade is at present taking charge of the Osage City Grain & Elevtr. Co., which has been reported as passing into the hands of creditors.

Highland, Kan.—The Aunt Jemima Mills Co., for which I was formerly agt. here, has been closed and probably will remain so until harvest.—J. Lininger, Tarkio, Mo.

Sedgwick, Kan.—The W. H. Wenholz Construction Co., Hutchinson, has the contract to build a 30,000-bu. concrete elevtr. at the mill of the Sedgwick Alfalfa Mill Co.

Tasco (Guy p. o.), Kan.—The J. Lynch Grain Co. has bought the elevtr. of the Associated Mill & Elevtr. Co., together with a lot on which a 2-story office building will be built.

Rolla, Kan.—A 25,000-bu. elevtr. will be erected here by the L. H. Pettit Grain Co. of Hutchinson. The erection of other elevtrs. along the Santa Fe Railroad is being contemplated.

Irving, Kan.—Our elevtr. is being covered with galvanized iron. The management will change on June 15; R. A. Hollenberg is the new mgr.—Farmers Elevtr. & Supply Co., J. G. Chitty, mgr.

Great Bend, Kan.—F. D. Hastings, who has been, until recently, connected with the grain department of the Kansas Flour Mills Co., is planning to spend the summer in California and Colorado.

Ellinwood, Kan.—A cement and brick warehouse to be 85x140 feet and to have a capacity of 25,000 bbls. is being erected here by the Wolf Mfg. Co. This company has an elevtr. at this point also.

Nashville, Kan.—The Larabee Flour Mills Co. is tearing down its old elevtr. and erecting a new one in its stead, which will have a capacity of 2,000 bus. of wheat, and improved loading and unloading facilities.

Bluff City, Kan.—I have sold my elevtr. to A. J. Moore of Caldwell. The Red Star Mfg. Co. is putting in a new truck dump and new wagon scales, and doing a general repairing of their elevtr. here.—Emmett Berry.

Bluff City, Kan.—I may put in a motor and run it by electric power. I expect to install a radio phone at my Caldwell office to get the market.—A. J. Moore. Mr. Moore recently purchased the Emmet Berry elevtr. here.

Pretty Prairie, Kan.—The Collingwood Bros have bot the site of the farmers elevtr. at Varner and will build a 25,000-bu. elevtr., to be constructed of wood and covered with galvanized iron. This will replace the elevtr. that burned.

Salina, Kan.—A branch office of the B. C. Christopher Grain Co., a concern which has been in operation for almost half a century, has opened a branch office here. The headquarters are at Kansas City. W. L. Phelps will have charge of the new office.

Assaria, Kan.—Our new elevtr. will be equipped with a Hall Distributor, Richardson 5-bu. Scale, Eureka Double Cleaner, truck dump and a 15-h. p. Allis-Chalmers Motor. Capacity will be 25,000 bus.—Farmers Mill & Elevtr. Co., R. A. Ward, mgr. This elevtr. is being built to replace the one burned a few months ago.

McPherson, Kan.—In regard to the foundation of the mill which was started here some years ago, will say that the foundation is still here and that is all. No indications, so far as we know, of the mill ever being finished.—Farmers Co-op. Ass'n. At one time, the Goerz Flour Mills Co. were going to build, but the work was discontinued.

Ardelle (Offerle p. o.), Kan.—There is strong talk for farmers at Ardelle to either join the Offerle Grain & Supply Co. or the Kinsley Lbr. & Supply Co. at Kinsley. Both are good, strong Farmers companies. Further inquiries will be made about June 1. Think they will probably buy one of the elevtrs.—Offerle Grain & Supply Co., E. Hargrave, mgr.

KENTUCKY

Henderson, Ky.—Frank Hart, a well known grain merchant here, was recently hurled from a buggy and is now in a hospital with a fractured hip and other injuries. Because of his age (Mr. Hart is 63 years old), his condition is considered serious.

LOUISIANA

New Orleans, La.—The additional handling facilities of the municipal elevtr. here have been completed.

MARYLAND

Easton, Md.—R. R. Spring is in no way connected with this company now, the writer having bot out his interest last July. He will erect a wooden elevtr. of 18,000 bus. capacity near here.—Easton Mfg. Co., George L. Bartlett.

MICHIGAN

Buckley, Mich.—A scooper is operating here. The only regular dealer is the Buckley Grain Co.

Jerome, Mich.—H. S. Walworth died at Hillsdale recently. Mr. Walworth has been a grain dealer for many years.

Shepardsville, Mich.—Harold Bullard of St. Johns is the mgr. of the new elevtr. being erected to replace the one that was burned some years ago.

Sturgis, Mich.—Work on the new flour and feed warehouse of the Blue and Gilliam elevtrs. is almost at an end. This company also has a coal elevtr. at this point.

Saugatuck, Mich.—William Drew has bought the interest of George H. Siple in the grain business of G. H. Siple & Co. Mr. Drew and J. W. Oliver now own the business.

Allegan, Mich.—Building has been indefinitely postponed.—Allegan Farm Bureau Co-op. Ass'n. Plans had been made to erect a \$15,000 elevtr. J. D. Wedge is mgr. of this concern.

Grand Rapids, Mich.—Herbert Baker of Cheboygan has been appointed the new mgr. of the Gleaner Clearing House Ass'n whose general offices were recently moved to Greenville, as reported recently. Mr. Baker succeeds A. F. Bredshall in this capacity.

Oakley, Mich.—Farmers have incorporated for \$10,000 and will build an elevtr. here. Officers are E. N. Hillis, pres., James Brennan, vice-pres., J. B. Hoffman, sec'y, and Arnold Miller, treas.

Tekonsha, Mich.—Earl Warick recently purchased the grain, feed and seed business of W. B. Abrams, who has been in active business for 42 years. Mr. Warick has been mgr. of the Tekonsha Co-op. Ass'n.

Detroit, Mich.—Beck Cereal Co.'s elevtr. has been changed into a grocery house. I understand H. W. Reckal Malt Co. is going to change their malt house into an elevtr. and is preparing to handle other grains. Walter Stagnuyar is in charge of the grain and elevtr. depts.—W. Recker.

Pontiac, Mich.—We expect to rebuild our elevtr., reinforced concrete construction and equip with full grain and bean cleaning machinery, also a complete feed equipment for making poultry and dairy feeds. We contemplate a bin capacity of 50,000 bus.—The C. E. DePuy Co. This elevtr. was burned the early part of March.

Detroit, Mich.—Charles R. Talbot has been appointed temporary receiver for the Gleaners Clearing House Ass'n which filed a petition of dissolution on April 13. The concern was organized four years ago and operated twenty elevtrs., four of which will continue to operate. The assets amounted to about \$501,183; liabilities, \$446,745.

Capac, Mich.—The business here is still running under an administrator under direction of the Probate Court and will no doubt be settled up and sold to other parties in the course of the next two months if a suitable buyer is found.—C. R. Taylor. Mr. Taylor was a partner and mgr. of the H. P. Stoughton estate. Mr. Stoughton died some time ago.

Montague, Mich.—We will not engage in the grain business at present. Our officers are: Simon Rager, pres., Leslie Seaver, vice-pres., A. N. Dahl, sec'y and treas., and Ed Woller, mgr.—Montague Rothbush Shipping Ass'n, Ed Woller, mgr. John O. Reed, regarding this matter, says: "Farmers have not incorporated, neither have they bot an elevtr. here. There has been considerable talk and newspaper notices, but nothing tangible has been done. When it comes to the point of putting up the money, the farmers failed to agree and the deal fell thru."

MINNESOTA

Dawson, Minn.—T. S. Thorson, owner of a grain elevtr. here, died recently.

Duluth, Minn.—The Ely, Salyards & Co. recently incorporated for \$100,000.

Traverse, Minn.—Thomas Miller recently became mgr. of the Farmers Co-op. Elevtr. Co.

Moose Lake, Minn.—A. H. Donald's flour mill was burned recently. The property was valued at \$20,000.

La Salle, Minn.—We installed a new motor this spring.—La Salle Farmers Grain Co., by O. A. Bjorin, mgr.

Blooming Prairie, Minn.—John W. Mackie has been elected to succeed L. G. Campbell as pres. and mgr.—L. G. Campbell Mfg. Co.

Kennedy, Minn.—The Farmers Elevtr. Co. recently passed into the hands of the Farmers Grain Co. and a new charter and by-laws have been drawn up.

Little Falls, Minn.—The flour mill of the Northwestern Milling Co. has again resumed operations after being closed down for repairs. This concern also operates an elevtr.

Duluth, Minn.—Stephen Jones, for several years an active member of the Board of Trade is planning to make his abode in Chicago where he will open a grain broker's office in the Board of Trade there.

Donaldson, Minn.—The Donaldson Farmers Grain Co. recently incorporated with a capital stock of \$10,000. It will deal in grain, farm produce, etc. Incorporators: Andrew Nelson, Samuel J. Stephens, Arve Arveson and John McEnroe.

MINNEAPOLIS LETTER.

F. D. Gill, who has been with the E. L. Welch Co., is now connected with the local office of the Hales & Hunter Co.

E. B. Warner and C. A. Crowl have transferred their memberships in the Chamber of Commerce to Leonard Elg and Thomas Corlett, respectively.

The Favorite Cereals Co. has been incorporated for \$250,000. Incorporators: H. W. Haverstock, Kenneth Taylor and John Farley.

William G. Crocker, who for years has been connected with Washburn-Crosby as mgr. of the feed dept., died April 17, at the age of 57 years. Mr. Crocker was known over the country as a feed man.

A receiver will probably be appointed for E. L. Welch & Co. The company's book show the assets to amount to \$365,000 and an auditing of the books shows the assets to be \$252,000 and the liabilities \$766,000.

Thieves visited the offices of the Van Dusen-Harrington Co. in the Chamber of Commerce Bldg., taking the sum of \$500 with them when they left, after spoiling the appearance of the safe with a sledgehammer. They overlooked negotiable bonds valued at \$7,000.

MISSOURI

Agency, Mo.—Mail addressed to the Agency Roller Mills is returned marked "Moved—Left no address."

Gorin, Mo.—Omar Power recently purchased a half interest in the Gorin Elvtr. Co., of which J. E. Bertram is proprietor.

Cameron, Mo.—The Cameron Co-op. Elvtr. Ass'n is contemplating the erection of an elvtr. on the Burlington right-of-way.

Iantha, Mo.—The Lipscomb Grain & Seed Co. of Springfield are removing the warehouse of their elvtr. here to another location and repairing same.

Paris, Mo.—The Producers Elvtr. & Exchange Co. has rented storage.—Sproul & Son. The Producers Company was recently incorporated for \$20,000.

Liberal, Mo.—The offices, scales and hay barns of the elvtr. here conducted by the Lipscomb Grain & Seed Co. of Springfield are being repaired and rearranged.

Golden City, Mo.—We are going to paint our two elvtrs., put in automatic scales, and do some other repairing before the new crop.—Morrison Grain Co., J. P. McMillen, mgr.

Irwin, Mo.—A warehouse is being erected adjoining the elvtr. operated by the Lipscomb Grain & Seed Co. of Springfield. The lumber sheds and hay barns are also being repaired.

Aurora, Mo.—The foundation for the new storage warehouse to be built in addition to the Majestic Mfg. Co., is being constructed. The bldg. will be 44x100 feet and will double the storage capacity.

Cameron, Mo.—The Cameron Roller Mills, owned by C. R. Cline, were completely burned this month. Loss, about \$40,000, only partially covered by insurance. Mr. Cline has decided to rebuild on the same site.

Springfield, Mo.—At a special meeting of the Chamber of Commerce held early in April, plans for the erection of a terminal elvtr. were discussed and it has been decided to abandon the project until later in the year.

Springfield, Mo.—The Lipscomb Grain & Seed Co., which company operates a line of country elvtrs. and warehouses along the Kansas and Missouri line, is engaged in making extensive improvements and repairs at its country elvtrs.

St. Joseph, Mo.—The members of the St. Joseph Grain Exchange sent a written protest to Governor Arthur Hyde of Missouri under date of April 10 against the system of overcharging inspection and weighing fees by the State of Missouri.

St. Joseph, Mo.—W. S. Washer, formerly of Atchison, Kan., has engaged in the grain commission business with offices in the Corby-Forsee Bldg., under the name W. S. Washer Grain Co., Mr. Washer being pres. and mgr., and M. A. McLaughlin, sec'y.

Keytesville, Mo.—The Keytesville Elvtr., owned by W. W. White and W. S. Owens of Brunswick, was burned recently, destroying new machinery that had been recently installed and burning considerable wheat and oats. The building and contents were insured.

St. Joseph, Mo.—Creditors have filed a petition of bankruptcy against the Carter-Williams Grain Co., and W. P. Bross of Kansas City has been appointed temporary receiver. Creditors are the Sangamon County (Ill.) Mining Co., whose claim amounts to \$3,876; Edward Brennan, Springfield, Ill., \$2,000, and James Casey, also of Springfield, \$2,000.

Cameron, Mo.—Theodore Bauer recently succeeded C. C. DeShon as mgr. of the Cameron Co-op. Elvtr. Ass'n.

Hannibal, Mo.—Spencer M. Carter said to be the oldest flour miller in the Mississippi Valley, died at his home here on April 2. Mr. Carter, who was 96 years old when he died was connected with the firm Carter, Shepherd & Co., and was a member of the Missouri Grain Dealers Ass'n.

Jefferson City, Mo.—The trial by which Governor Arthur Hyde hopes to recover about \$13,000 from former State Grain and Warehouse Commissioner Bradshaw which was collected from grain inspections in private elvtrs. has begun. The money obtained was used for payment of overtime salaries of deputy inspectors and weighmasters.

KANSAS CITY LETTER.

Martin Schultz, formerly supt. of the Murray Elvtr. at North Kansas City, is now residing at Chicago.

The annual baseball game between the "fats" and the "leans" of the Board of Trade is scheduled to be played May 6.

H. A. Sterling has been elected pres. of the Rodney Milling Co. to succeed John L. Rodney, who died recently. Mr. Sterling has been sales mgr. for the company.

The Nye & Jenks Grain Co. has opened offices here. F. L. Carey is pres., A. O. Mason, sec'y, and W. O. Bean, treas. This company succeeded the Barnes-Piazek Co.

New members on the Board here are F. C. Blodgett, F. J. Fitzpatrick, F. T. Fisher, and the following memberships have been transferred: Geo. M. Vogt, E. O. Moffatt and E. W. Shields, deceased.

I still retain one membership in the Kansas City Board of Trade and the Moffatt Grain Co. is still doing business, J. F. McEkvain, sec'y, being in active charge of the affairs of the company.—E. O. Moffatt.

William Cuningham is no longer connected with the Federal Grain Supervision office of the U. S. Department of Agriculture, having resigned to take charge of the grain division of the Missouri State Marketing Bureau at Jefferson City, Mo.

Delivery of stored grain carrying old billing on May contracts is being considered by the directors of the Board of Trade, some claiming that grain with the reduced rate billing must be delivered if the purchase was made after the reduction went into effect in January.

Goffe & Carkener, old members of the Board of Trade, recently incorporated with a capital stock of \$150,000, and will hereafter be known as Goffe & Carkener, Inc. The officers of the company are: W. C. Goffe, pres., G. S. Carkener, vice-pres., H. E. Merrill, sec'y., and Edgar Wood, treas. George Walton, who at one time was connected with the company for 14 years is with them again in charge of the grain shipping department. He succeeds George Martin in this capacity.

The directors of the Kansas City Board of Trade have proposed a rule, to be voted on May 2, which is to the effect that a mgr. or officer of a company not identified with the Board must have a written consent to trade in the name of his company. The rule is intended to hold a company or corporation responsible for any act of their mgr. or one of their officers, although there is nothing in it that will prevent a mgr. to trade in his own name. The rule also states that the broker handling the business must make a regular report to other officers of the company or organization concerning the transaction and standing of the account.

MONTANA

Belt, Mont.—The Rocky Mountain Elvtr. Co. is planning to double the capacity of its local plant and feed warehouse.

Clyde Park, Mont.—The elvtr. of the Northern Grain & Warehouse Co., known commonly as the Grain Growers Elvtr., has been closed, due to the expiration of the company's lease on April 20.

Galata, Mont.—We will probably build again in time to take care of the 1922 crop. We lost about 5,000 bus. of grain.—F. D. Duffy, International Elvtr. Co. This plant was destroyed by fire a short time ago.

NEBRASKA

Davenport, Neb.—An elvtr. belonging to Nye, Schneider Jenks Co. is being erected here.

Geneva, Neb.—The Geneva Co-op. Grain Co. has been organized with J. G. Bortner as pres., and Guy A. Brown, sec'y. An elvtr. has been purchased.

Malcolm, Neb.—The Farmers Elvtr. is planning on covering its elvtr. with galvanized iron.—Farmers Co-op. Elvtr. Co., L. J. Hohnstein, mgr., Emerald, Nebr.

Grand Island, Neb.—The Nebraska Consolidated Mills are building a 35,000-bu. concrete elvtr. adjoining their mill, to be finished by the middle of July.—Highland Grain Co.

Tilden, Neb.—Max Giehler, who for several years has been mgr. and secretary of the Farmers Union Exchange, resigned this position at the last annual meeting of the stockholders.

Tecumseh, Neb.—The Farmers Elvtr. Co. has purchased the elvtr. of the Farmers Union Co-op. Ass'n, and is composed of 12 stockholders, with O. J. McDougal, pres., J. M. Weber, sec'y, and J. J. Kelley, mgr.

Ravenna, Neb.—The Ravenna Mills are planning several improvements on their plant. A one-story annex is to be built to the main building and additional trackage will also be constructed. The corn milling department is to be enlarged to a capacity of 200 bbls. per day.

Lawrence, Neb.—I am now with the Duff Grain Co. of Nebraska City, Neb., located here. I succeeded D. J. Erwin, who went into the produce business. I was succeeded by A. R. Bailey as agent for the King-Wilder Grain Co. at Stanwood, Ia.—J. P. Christianson, agt. Duff Grain Co.

Palisade, Neb.—Evidence was taken in the Krotter Ward case against the Palisade Equity Union for pro-rata note purchased by the plaintiff at Palisade. The notes are claimed by defendant to be void on account of being incorporated under the old law where corporation can not pro rate.—C. A. Beatey, mgr.

Powell, Neb.—We organized the Powell Co-op. Co. and bot the elvtr. of R. E. Butler, capital stock \$25,000, \$15,000 paid up. Will remodel and repair 15,000 bu. house, install a gas engine and Howe Hopper scale. Ross Ware, pres., Joe Baumem, vice-pres., C. W. Samms, sec'y, and Gay Busing, treas.—C. W. Samms, sec'y.

Cook, Neb.—The elvtr. and flour mill of which John Hauptman of Lincoln was owner was burned the early part of the month. This property was originally valued at \$10,000 but it passed into Mr. Hauptman's hands for \$3,000. He had recently had it repaired and improved with the intention of putting it into operation in the near future. No insurance.

NEW ENGLAND

Old Town, Me.—A new grain and feed store was recently opened up by the McKinley Grain Co.

Lawrence, Mass.—An attempt at burglarizing the grain plant of the H. K. Webster Co. recently was unsuccessful.

Fairfield, Me.—The grain business of Robert McLellan has been sold to David King, who will operate the same.—S.

Woodstock, Va.—We have bot the business of George W. Marble of this town.—Borden & Howard, Inc., by N. E. Borden. This company was recently incorporated for \$50,000.

Skowhegan, Me.—The Somerset Grain Co. has been sold to E. and A. L. Gerald, who will continue the business. Harry Burgess, former mgr., has established himself in the grain business at Norridgewock, Conn.—S.

Concord, N. H.—The Merrimack Farmers Exchange has no idea of building an elvtr. at Franklin (as reported), but is planning to build one at headquarters, Concord, in a few months. R. E. Parmenter is mgr.—L. M. Stevens.

Norridgewock, Conn.—Harry Burgess, former mgr. of the Somerset Grain Co. at Skowhegan, Me., has established a grain business in this city under his own name. He was previously a traveling salesman for the Oscar Holway Co. of Lewiston, Me.—S.

Warren, R. I.—Clarence Seymour, for a number of years a member of the firm of Seymour Bros., grain and feed dealers and proprietors of the grist mill in this town, died Apr. 6, aged 73 years. He was one of the largest grain dealers in Bristol county.—S.

New Haven, Conn.—The New Haven Grain Co. has increased its capital stock to \$3,250.

Turners Falls, Mass.—D. Jerome Harrington died recently following the amputation of a leg, necessitated by an automobile accident. For many years he had conducted a grain business successfully until his retirement a few years ago, when he removed to Somerville, where he died at the age of 77 years.

Kaysville, Vt.—An organization meeting of the Kaysville-Layton Mfg. Co. was held recently at which the following directors were elected: E. P. Ellison, M. H. Ellison, Henry Blood, John Barnes, John Thornley, H. J. Sheffield, O. C. Barton. Later W. I. Layton and John Flint will be added to the board of directors. The capital stock of the company will amount to \$200,000.

Bangor, Me.—Dan Lewis, young son of Mgr. Lewis of A. H. Hopkins & Co.'s mill, was smothered to death under 1,200 bus. of oats when workmen, not knowing that Dan was playing in the top with his companions, began to draw the oats from the bin thru the chute. The pulmotor was used on him for fifteen minutes when, by the effort of mill workers, 12 firemen and 3 policemen, his body was obtained after a half hour, but the boy could not be revived.

NEW JERSEY

Perth Amboy, N. J.—The Spotswood Grain Co. elvtr. was burned recently, incurring a loss of \$35,000 which is covered by insurance.

Edgewater, N. J.—The Corn Products Co. will close its plant at this place this month. A larger plant at Kansas City has been opened.

NEW YORK

Geneseo, N. Y.—Job D. Whipple, who retired from the grain brokerage business several years ago, died recently. Mr. Whipple was 93 years of age at the time of his death.

Buffalo, N. Y.—H. T. Morey was recently elected pres. of the Chippewa Feed & Grain Co. and is now taking active charge of the company's affairs. Their offices are being moved to another floor in the Chamber of Commerce Bldg., where they have been located for a number of years.

Buffalo, N. Y.—The following officers and directors were elected at the annual election of the Buffalo Corn Exchange held the early part of April: Nesbit Grammer, pres., C. M. Kennedy, vice-pres., W. J. Heinold, treas., and Fred Pond, secy., and assistant treas. Directors: Nesbit Grammer, Frank Henry, C. M. Kennedy, Geo. Urban, W. J. Heinold, H. T. Burns, E. M. Husted, H. C. Harrison and F. A. McLellan.

Buffalo, N. Y.—The American Elvtr. & Warehouse Co. is the name of a new establishment here, having a capital stock of \$1,000,000. The directors are Charles Thayer, Arthur Miller, E. P. Wells, Harry and Willis Helm and Charles Ireys, of Minneapolis and H. F. Freeman of New York. These directors are all connected with the Russell-Miller Milling Co. of Minneapolis which recently became the owner of the American Malt & Grain Co.'s plant. This was originally reported as having been bot by the Electric Steel Elvtr. Co.

NEW YORK LETTER.

Wanek & Co. have discontinued business and any transactions will be done under the name of A. Wanek.

H. E. Beardsworth is now representing P. N. Gray & Co. on the New York Produce Exchange. He was formerly connected with Rosenbaum Bros.

An effort is now being sponsored by some members of the Produce Exchange to reopen the wheat pit and reestablish trading in wheat futures.

T. C. O'Brien has given up his position with the Armour Grain Co. and will hereafter be connected with the Williamson Forwarding Co. of Buffalo.

NORTH DAKOTA

Wolford, N. D.—The National Elvtr. was burned recently.

Poland (Ardoch p. o.), N. D.—The elvtr. of the Spaulding Elvtr. Co. was burned recently.

Donnybrook, N. D. — The Atwood-Larson Elvtr. Co. has bought the elvtr. of the Farmers Elvtr. Co.

Duane (Ellendale p. o.), N. D.—The Empire Elvtr. Co. has closed its elvtr. on account of the poor crop.—Earl Palmer, of Holabird, former agt.

Omeme, N. D.—There is no one operating the Farmers Co-op. Elvtr. Co. now, but I understand that the Atwood-Larson Grain Commission Co. at Minneapolis has control of it.—Northland Elvtr. Co., G. W. Renick, agt.

Bismarck, N. D.—Licensing and inspecting of North Dakota grain elvtrs. has been returned to the State Board of Railroad Commissioners. The U. S. Supreme Court having held unconstitutional the state law providing for the inspection and grading of grain it is no longer necessary to maintain a special dep't for the work. One chief inspector and four assistants are to be retained to do the work that will be done.

OHIO

New Pittsburg, O.—An elvtr. will be erected here by the Smith Mfg. Co.

Huron, O.—Philip Loscher, mgr. for the Avery Elvtr. & Grain Co., has resigned.

Edon, O.—The Edon Farmers Co-op. Co. is contemplating the erection of a new building.

Oakwood, O.—W. H. Hill is building a new elvtr.—M. R. Kent, mgr. Hartsburg Elvtr., Hartsburg, O.

Sycamore, O.—The sale of \$30,000 of preferred stock has increased the capital stock of the Eureka Milling & Supply Co. from \$40,000 to \$70,000.

Funk, O.—I am mgr. here for the Funk Equity Union Co. My successors at Burbank are Will Howman and R. C. Yost.—H. Fike, J. P. Hiner was formerly mgr.

Marion, O.—A settlement has been made in the common pleas court by the Marion Grain & Supply Co., defendant in a suit brought against it by the Gee-Lewis Grain Co.

Toledo, O.—Lester Howard, who up to this time has been connected with H. D. Raddatz & Co., recently became traveling grain representative of the Clover Leaf Railroad.

Delphos, O.—Samuel Hessian is the new owner of the elvtr. formerly conducted by Krugh Bros. Mr. Hessian operated this elvtr. before Krugh Bros., selling it to them last year.

Washington C. H., O.—The Fayette County Farm Bureau recently took an option on the S. W. Cissna & Sons grain elvtr. and if the purchase is made, the plant will be conducted as a farmers' co-op. elvtr.

Eaton, O.—An elvtr. to cost \$15,000 will be erected here by the Eaton Farmers Equity Co. It has dropped its membership in the National Equity Exchange and will hereafter be an independent establishment.

Mendon, O.—Harold Hayes, an employe of the Mendon Equity Elvtr., was badly injured when he was caught in the elvtr. shaft recently. A part of his body was crushed, but the physician thinks he will recover if blood poisoning does not set in.

West Liberty, O.—The firm Yoder & Co. is now known as Yoder & Daniels, Mr. Daniels having bot a half interest. The grist mill changes from D. K. Hartzler to Archie Yoder, prop.—Mad River Farmers Exchange Co., J. L. Mast, mgr.

Burbank, O.—H. Fike has been succeeded as mgr. of the Burbank Equity Exchange Co. by Will Howman and R. C. Yost. The latter is also sec'y and treas. of the company. Mr. Fike is now located at Funk with the Funk Equity Exchange.

Middletown, O.—An interesting robbery was planned on the Sebald Grain Co. and the Diver Grain Co., and the culprits probably had just as interesting a time finding anything. They succeeded in making way with some cigars and a few cents.

Rudolph, O.—We have installed a new grinder and overhauled our engine and are renewing all other machinery necessary to lessen the overhead expense. This is necessary to meet competition according to the volume handled last year.—The Liberty Grain Co., A. W. Roehing, mgr.

Centerburg, O.—Mr. Updike has been quite ill all winter and we are here (Mrs. Updike writes from Magnetic Springs) so he can take treatments.—Mrs. H. W. Updike. Mr. Updike has an interest in the mill and elvtr. at Shelby in addition to that in the Knix Co. at Centerburg.

OKLAHOMA

Clinton, Okla.—The Washita Mill & Grain Co. recently moved to Alva, Okla.

Laverne, Okla.—The Choctaw Grain Co. now owns the Laverne Co-op. Elvtr.—Choctaw Grain Co., Glenn Usher, mgr.

Ada, Okla.—Fire, caused by lightning, burned the warehouse of the Ada Alfalfa Milling Co. on April 2, incurring a loss of \$2,000.

Ashley (Ingersoll p. o.), Okla.—B. Gibson of Alva was elected mgr. of the Farmers Elvtr. Co. at a recent meeting of the directors.

Kingfisher, Okla.—Kingfisher Mill & Elvtr. Co. recently incorporated for \$100,000. Incorporators: J. M., F. W. and A. R. Lankard.

Gage, Okla.—An ice plant is being built where the Gage Mfg. Co.'s plant burned down. I. M. Pierce is mgr. of the Farmers Co-op. Ass'n.

Fay, Okla.—We are repairing our elvtr. this spring and painting our warehouse and office, and are going to cover the elvtr. with tin.—George Koch Grain Co., A. W. Gates, mgr.

Kingfisher, Okla.—The Farmers Elvtr. Co., which recently passed into the hands of a receiver, will be sold after failing in an attempt to recapitalize and sell enough stock to continue business.

Afton, Okla.—The elvtr. operated by the Lipscomb Grain & Seed Co. of Springfield, Mo., is being raised two feet and the basement being improved. A warehouse is being constructed in connection with it.

Billings, Okla.—Kenneth Parlour, mgr. of the Billings Grain & Supply Co., intends sailing with his family to England in May, to be gone all summer.—Wm. Hayton, mgr. Farmers & Merchants Elvtr. Co.

Frederick, Okla.—Owing to poor health, I have decided to leave my elvtrs. out for the coming season. Have leased the Hollister Elvtr. to R. T. Brantly and the Chattanooga house to P. A. Cope.—G. G. Black.

Tulsa, Okla.—We may start this company up again this fall. It was started by Mr. Binding of Binding & Stevens after he had sold out his business here, but he had to take it back again so will discontinue this one for the present.—Oklahoma Grain Co., Earl Worl, mgr.

Guthrie, Okla. — Lyman Gray, pres. of the Oklahoma State Bank, was arrested recently, the charge being that he loaned money excessively to the Sun Grain & Export Co. The bank failed when the Sun Co. and the Gresham Flour Mills Corporation went bankrupt.

Imo, (Enid p. o.) Okla. — Two more complaints, the charge embezzlement, have been filed against the former directors of the Imo Terminal Elvtr. Co. Arguments on demurrers of the defendants were postponed again on account of the absence of the counsel for some of them.

Medford, Okla.—Howard Custard, the promoter of the Medford Mill & Elvtr., died just as he was getting things in shape to start his mill and elvtr. and as there was no one to go on with it, there has been nothing done with the mill or elvtr.—Mrs. Howard Custard. Col. A. M. Edwards, who was also connected with this concern, died a short time ago.

Yukon, Okla.—We took off the 2 top stories of our burned plant and put in new floors and steel window sashes, working it over into a good 3-story warehouse. To replace the burned capacity we have built on to the end of our concrete daylight plant, which was constructed about three years ago, an addition extending 105 feet long, full six stories and a basement high, and are now installing a 1,200-barrel unit of Sprout-Waldron machinery. This throws our entire capacity into one six-story and basement building, 190 feet long. The piping from both plants has been thrown together as well as the tempering for both plants, giving us a little better than 2,000 barrel capacity, more conveniently arranged than our former arrangement where we operated the two mills separately.—Yukon Mill & Grain Co.

OREGON

Portland, Ore.—The business of this company is being liquidated.—Pacific Grain Co., by Wm. Kennedy.

Carlton, Ore.—A petition in involuntary bankruptcy has been filed against the Carlton Mill & Elvtr. Corporation.

Baker, Ore.—The Marshall Grain Co., recently organized, has leased property at Haines, and will also operate houses at Midvale and Cambridge, Idaho.—O'Bryant Grain Co.

PENNSYLVANIA

Philadelphia, Pa.—Thomas Sharpless and L. G. West have suggested Ball & Caldwell for membership in the Commercial Exchange.

Philadelphia, Pa.—E. L. Wellman & Co. are defendants in a suit brought against them by the Chesaning Grain Co. in foreign attachment with bail at \$600.

SOUTH DAKOTA

Ashton, S. D.—C. H. Crossen, Sr., who for 20 years was mgr. of the Crown Elvtr., now operated by the Great Western Grain Co., died recently.

Mellette, S. D.—The Farmers Elvtr. of this place has not been closed. We had most of our surplus capital tied up when the H. Poehler Co. suspended business last October, but this house has never closed a day. We are in shape to take care of all our storage liability.—G. A. Palmer, Mgr. This concern was reported closed temporarily.

SOUTHEAST

Washington, D. C.—Herbert P. Pillsbury, a pioneer grain dealer of this city, died recently at his winter home in Florida.

Morgantown, W. Va.—The Grounds Grain Co. recently incorporated with a capital stock of \$50,000. Incorporators: Edgar Stewart, Guy Lemley, Percy Beaumont, W. H. Brand and E. V. Yorke.

Norfolk, Va.—Sealed proposals for the construction of a grain elvtr. and appliances for handling grain were received at the office of the city mgr. on Apr. 26.

Mobile, Ala.—My health has been in such condition that I have been obliged to give up active participation in the business for a short period of time, or until my health is improved. The business will be continued under the firm name of Suttle & Hatcher, as I have associated with me, Mr. F. M. Hatcher, formerly of the brokerage firm of F. M. Hatcher & Co. Mr. Hatcher will take care of the business until my return, which, I trust, will be shortly.—J. L. Suttle.

Norfolk, Va.—The City Council has entered into a contract for the supervision of the construction of Norfolk's port terminal and reinforced concrete grain elvtr. with the Folwell-Ahlskog Co. This company has prepared plans and specifications for a modern terminal, including a rapid handling elevator of 1,000,000 bus. storage capacity and the contract for the construction work will be let Apr. 26. Plans have also been prepared for accessory warehouses and piers. It is expected to have the new elevator ready for receiving grain by October 15th, when it will be leased to an exporting firm.

TENNESSEE

Memphis, Tenn.—L. E. Wherry is supt. of E. E. Anderson's elvtr. here.

Nashville, Tenn.—C. L. Liggett again bid in the property of the J. A. & O. L. Jones Mill & Elvtr. Co. at \$31,000, the highest bid at the previous court sale having been \$27,200.

TEXAS

Pendleton, Tex.—D. B. Standridge succeeded L. H. Carr in the grain business.—M. M. Lesueur.

Beaumont, Tex.—The Rice Mlg. Co. recently increased its capital stock from \$80,000 to \$140,000.

Dallas, Tex.—The Dallas Corn Mill and the Doggett Grain Co. have been elected to the Dallas Chamber of Commerce.

Dalhart, Tex.—Mail addressed to the Kinard Grain Co. is returned "Unclaimed."

Lockney, Tex.—Burton Thornton bot a half interest in the South Plains Grain Co. and will manage the same.—Leslie Floyd Grain Co.

McKinney, Tex.—We are improving our grain elvtr. and enlarging our hay warehouse. We are in the market now to buy a real up-to-date grain cleaner.—Hill & Webb Grain Co.

Waxahachie, Tex.—A fire loss amounting to \$90,000 was sustained by the Stone-McKenna Milling Co., when a grain elvtr., and a three-story building and grain valued at \$40,000 were burned.

Huntoon, Tex.—O. A. Cook is mgr. of the Huntoon Equity Union Exchange and not M. A. Shuler, as reported recently. Officers of the company are: J. B. Cartwright, pres., J. L. Hurter, M. L. Morris, G. B. Lawson and M. A. Shuler.

Howe, Tex.—The officers of the J. A. Hughes Grain Co. are as follows: A. M. Ferguson, pres., Chas. E. Wheat, sec'y and treas., J. B. Phillips, J. H. Plangman and S. H. Thompson, directors.—J. A. Hughes Grain Co., Chas. E. Wheat, mgr.

Kings Mill (Ecla p. o.), Tex.—We have improved our elvtr. by raising the cupola 6 ft. and by installing automatic scales, raising the engine 4 ft., enlarging the engine room, putting in a new leg belt and buckets, installing a blower, and building new work room and top floors. The bottoms of all bins and dump sinks have been smoothed.—C. R. Holman, mgr., Ecla Grain Co.

Canadian, Tex.—The Sanders Grain Co. has been recently organized with a capital stock of \$10,000 and has taken over the business, including the grain and hog business of the Farmers Shipping Ass'n, which company is dissolving. Officers of the Sanders Co. are Henry Jahnel, pres., J. H. Sanders, vice-pres., J. U. Thierstein, sec'y-treas. Mr. Thierstein will also act as general mgr.

Amarillo, Tex.—Plans are practically complete for the convention of the Panhandle Grain Dealers Ass'n, to be held here May 9 in the rooms of the Board of City Development. Crop reports from various sections of the Panhandle will be given by the dealers, and there will be a round table discussion of subjects of interest to the trade, including discounts, changes in federal grades, margins, etc. The financial situation in the Panhandle will be discussed by W. H. Fuqua, an Amarillo banker. A banquet will be given in the evening, with J. N. Beasley as toastmaster.—U. S. Strader, sec'y.

UTAH

Salt Lake City, Utah.—I have entered the grain, merchandise and produce brokerage business under the name Sterling H. Nelson Co.—Sterling H. Nelson.

Ogden, Utah.—W. H. Wilde and Ellis W. Wilde, his son, will hereafter conduct the Ogden Mlg. & Elvtr. Co. The Wildes were connected with the Brigham City Roller Mill of Brigham.

WASHINGTON

Yakima, Wash.—We have discontinued operating a warehouse in Yakima.—The Portland Flouring Mills Co., Dayton, Wash.

Seattle, Wash.—The Harper Hay & Grain Co. recently incorporated for \$10,000. Incorporators: George Harper, A. S. Harper and W. H. Bolen.

Tacoma, Wash.—D. J. Collins recently succeeded G. H. Kimes as mgr. of the Albers Bros. Mlg. Co. Mr. Collins was formerly located in Bellingham.

Bluestem, Wash.—Bluestem Grain & Trading Co. has been organized by R. J. Stephens of Spokane and C. W. Gilshrap of Bluestem. Incorporated for \$10,000, and has taken over the elvtr. and warehouse of the Bluestem Grain Co., formerly the buying concern for the Spokane Flour Mills.

Harrington, Wash.—A. E. Kessler and E. L. Perkins recently bot the warehouses and elvtr. owned by the Spokane Flour Mills and have organized and incorporated the Kessler-Perkins Grain Co. Mr. Kessler was formerly mgr. of the Harrington Lumber Co. and Mr. Perkins was with the Harrington office of the Spokane Flour Mills.

WISCONSIN

Milwaukee, Wis.—F. H. Foy, who was formerly connected with the American Malting Co., is now grain buyer for the Chas. A. Krause Milling Co.

Delavan, Wis.—Jacob Hoetzel expects to build a warehouse for mill feeds and possibly a custom mill this spring.—A. A. Huber & Son, Darien, Wis.

Milwaukee, Wis.—J. J. French, formerly with C. H. Thayer & Co., is now traveling representative of the Blanchard Grain Co. Mr. French's headquarters are at Des Moines.

Eau Claire, Wis.—The Farmers Co-op. Products Co. has announced that it is going out of business. It will continue operations until a suitable sale can be made. This company was incorporated in 1910.

Milwaukee, Wis.—Plans are being made for the erection of a new Chamber of Commerce building, which, if said plans are completed, will cost \$1,000,000, will consist of eight stories and will be constructed of steel.

Woodland, Wis.—The Woodland Lbr. & Grain Co., which recently purchased the Armour Grain Co.'s plant here, has been incorporated for \$30,000. It will deal in grains, feeds, flour, seeds and other farm produce. Incorporators: Henry Hoon, James Burow and Ernest Marquart.

WYOMING

Riverton, Wyo.—There is nothing definite yet in regard to building a flour mill in connection with the elvtr. Simply contemplating such a move some time in the future.—Riverton Elvtr. Co., A. B. Carlson, mgr.

THAT SECTION of the Interstate Commerce Law which makes unlawful attempts to obtain transportation at less than lawful rates, to obtain allowances, refunds, etc., on the part of the shipper would be amended by a bill now in the senate to forbid the same acts when committed by third persons.

Grass Seed Dealers Adopt Emblem.

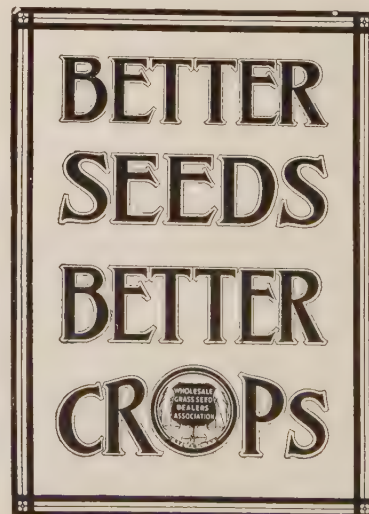
When the Slogan of the Wholesale Grass Seed Dealers' Assn., here reproduced, was first shown us, all we could say was, "How unusual."

Of course there is nothing unusual about the expression itself. That is a self evident truth.

But the far-reaching idea behind that emblem built into the "O" in Crops is distinctly unusual.

Its effect on the mind of the reader of those four words will be to start a train of logical reasoning which will sooner or later lead him to definite action.

Members of that Association are about to use this happy combination on their printed matter and as an "advertisement-help." It possesses such distinctive character that it cannot fail to claim instant attention.



Seeds

ORD, NEB.—I have succeeded E. B. Weekes & Co.—W. B. Weekes.

CORDELE, GA.—C. B. Woodson is now pres. of the Georgia-Florida Seed Co.

NORTH DAKOTA now leads all states in the production of sweet clover seed.

WEEPING WATER, NEB.—Johnson Bros. have engaged in the wholesale seed business.

MOUND CITY, KAN.—The Blake Lumber & Grain Co. has added field seeds to its line.

ORDWAY, COLO.—The E. E. Holser Seed Co. contemplates building a new seed warehouse.

SAN FRANCISCO, CAL.—Paul Keyser has sold his seed business to Bennett, King & Leighton.

BEATRICE, NEB.—The seed business of E. M. Gashaw has been purchased by E. M. Essex.

LOUISVILLE, KY.—John R. Watts & Son have engaged in the wholesale field seed business.

TORONTO, ONT.—The Dominion government has opened a seed laboratory in the general postoffice building.

HELENA, MONT.—The Western Seed Co., of Missoula, is considering plans to build a seed pea handling plant here.

LOYAL, WIS.—The Loyal Elvtr. Co. has opened the A. C. A. Warehouse and will use it to handle seeds, feeds, etc.

FARIBAULT, MINN.—Interests in the Bell Seed & Produce Co. held by other persons have been bought by Hadley P. Bell.

CALDWELL, IDA.—The Idaho Seed Co. has been incorporated with capital stock of \$25,000 by J. J. Marsh and F. L. and Amelia L. Lilly.

SHAWNEE, OKLA.—The Central Seed Co. has been incorporated with capital stock of \$5,000 by S. L. Waucope and J. G. and Cora Adams.

ST. PAUL, MINN.—The Millers Seed Co. has been incorporated with capital stock of \$10,000 by J. L. Johnson, William B. Miller and S. Anderson.

HICKSVILLE, N. Y.—The Nassau Seed Co. has been incorporated with capital stock of \$50,000 by C. S. Bartow, W. Duffy and J. J. McGunigle.

MILWAUKEE, WIS.—The Cream City Seed Co. has been incorporated with capital stock of \$5,000 by A. L. and Palagia Rosenberg and J. P. Zielinski.

LESPEDeza seed has been found to give good germination only when fresh by the Tennessee Experiment Station. Even one year old seed loses much of its vitality.

MISSOULA, MONT.—F. J. White, who is pres. of the recently organized Western Seed Co., has resigned his position as cashier of the American Bank & Trust Co. to devote all of his time to the seed business.

Imports and Exports of Seeds.

February imports and exports of seeds, compared with February, 1921, and for the 8 months ending with February, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS		8 mos. ending Feb.	
	1922	1921	1922	1921
Beans, bus.....	33,662	30,812	137,421	707,915
Peas, bus.....	42,004	18,459	485,387	1,458,671
Castor beans, bus.	282,917	90	920,339	534,906
Flaxseed, bus.....	1,112,622	341,180	9,141,538	11,566,780
Red clover, lbs.	1,354,570	2,665,000	4,295,823	4,047,190
Other clover, lbs.	2,100,945	2,134,034	11,278,002	6,327,650
Other grass seeds, lbs.	1,367,782	950,050	15,023,563	5,184,271
Sugar beet seeds, lbs.	560,733	1,609,028	2,631,131	16,092,380
EXPORTS				
Beans, bus.....	69,596	118,092	795,042	702,675
Peas, bus.....	7,298	19,712	65,758	136,439
Flaxseed, bus.....	17	59	2,164	1,330
Clover seed, lbs.	440,362	1,179,524	3,356,408	4,089,734
Alfalfa, lbs.	162,701	289,501	289,501	289,501
Timothy, lbs.	3,218,697	2,817,566	14,982,178	10,479,289
Other grass seeds, lbs.	225,329	625,908	2,815,069	4,172,654

THE sixth annual seed fair, held at Milton, Ore., recently, was a decided success. Prizes were awarded growers on many varieties of field seeds.

JACKSONVILLE, FLA.—Report has been made that there will be no further dividends from the bankruptcy of the E. A. Martin Seed Co. by Morgan F. Jones, referee.

FREE SEEDS were restored to the agricultural appropriation bill as passed by the senate Apr. 13, that body having reversed its former action of eliminating the provision.

MINNEAPOLIS, MINN.—Owing to the high price of flaxseed indications point to an acreage equal to that of last year, if not greater.—The Van Dusen Harrington Co.

NEW ORLEANS, LA.—A voluntary petition in bankruptcy was filed Apr. 5 by Samuel Guertera, a seed dealer. Assets of \$14,956 and liabilities of \$14,867, were scheduled.

BOZEMAN, MONT.—The William A. Davis Seed Co. has made a voluntary assignment for the benefit of creditors. It is reported that liabilities can probably be paid in full.

MILWAUKEE, WIS.—The Cream City Seed Co. has been incorporated with capital stock of \$50,000 to handle seeds. Alfred L. Rosenberg and Joseph P. Zielinski are the incorporators.

MILWAUKEE, WIS.—The following Grass and Clover Seed Arbitration Com'te has been appointed by the Chamber of Commerce: J. J. Crandall, F. W. Kellogg, H. B. Courteen, Hugo Teweles and J. V. Lauer.

MARSHALL, MO.—The Marshall Seed Co. has been incorporated with capital stock of \$25,000 and will conduct a wholesale and retail business in seeds and other commodities. The directors are: T. C. Marshall, Henry Lowenstein, W. F. Sisher, J. P. Huston and J. C. Haynie.

MILWAUKEE, WIS.—A department for the handling on consignment of field and grass seeds has been established by the Milwaukee Grain Commission Co., with which C. C. Kamm is identified. He has been engaged in the grain and seed trade at Milwaukee for over 10 years and assures the firm's clients the best of service.

TARIFF RATES on seeds are provided in the new bill, now in the senate, as follows: Alfalfa, 4c per pound; alsike clover, 4c per pound; crimson clover, 1c per pound; red clover, 4c per pound; white clover, 3c per pound; clover, not specially provided for, 2c per pound; millet, 1c per pound; timothy, 2c per pound; hairy vetch, 2c per pound; spring vetch, 1c per pound; all other grass seeds not specially provided for, 2c per pound. No allowance shall be made for dirt or other impurities in seed provided for in this paragraph.

From the Seed Trade.

Clover Sharply Lower.

Toledo, O.—Clover suffered a decline due to increased offerings and light demand. Trade quiet. Cash lost some of its big premium. Now selling one dollar over April. Should be on an even basis by the end of this month. Receipts, 955 bags! Shipments, 649 bags. Baltimore reports imports 300 bags.—Southworth & Co.

Timothy Trade Good.

Toledo, O.—Been a good trade in the new crop timothy futures this week with Sept. \$3.30 and October \$3.15. Very little doing in spot and May. Carryover will probably be around 35,000 bags. There should be a good demand for another month. Been pretty wet past six weeks but good weather seems certain ahead.—J. F. Zahm & Co.

Clover Crop Started Good.

Toledo, O.—Weather conditions have been bad, but Toledo stocks of clover and timothy have been heavily drawn upon and amount still left in store here is small. October clover will attract more attention. Our reports indicate the crop has secured a good start in Ohio and Indiana. Growing weather will soon be here and after a week or two of warm sunshine the trade will know conditions better. Market has been firm around the \$11.00 level. Very little hedging pressure against old seed, has appeared and scattered buying has been of sufficient volume to hold prices on the breaks. If present tariff

bill passes carrying a duty of four cents a pound on imported seed it should stimulate some buying. Cash houses are about the only shorts at present. We feel that a demand for October will appear on all breaks. It's a long time until the crop is harvested and crop scares are bound to develop.—The C. A. King & Co.

Flaxseed Advances.

Minneapolis, Minn.—Flaxseed has advanced in the northwestern markets 9c per bushel this last week and 25c per bushel since April 1st. With the small crop in this country and limited stocks in northwestern public elevators and almost no stock of seed in crushers' hands in the west, we don't have to look for the reason for this big advance. The shipments of seed from Argentina are below normal for this season of the year and the price in Buenos Aires is firmer on good demand and inquiry from Europe and America.—Archer-Daniels Linseed Co.

Burning of diseased corn stalks as a means of assisting in eradicating corn diseases is advocated by J. R. Holbert, corn disease investigator of the University of Illinois. He pointed out, however, that healthy seed must be used, and advised also the proper rotation of crops so that land is not returned to corn year after year.

Liquid Method of Seed Separation.

E. D. Eddy, formerly chief seed inspector of the Dominion of Canada Department of Agriculture, has invented a method of separating grass seeds by the difference in their specific gravity as suspended in liquids of different densities.

Altho not so stated in the description published in the Agricultural Gazette, Ottawa, Ont., the liquid presumably is water. Sodium nitrate is dissolved to make the liquid heavier.

For clover seed a density of 1.2 is required. A perfect separation was made of ragweed, Canada thistle, wild mustard, oxeye daisy and stickseed.

With alsike seed perfect separations were made of false flax, Canada thistle, oxeye daisy and unhulled timothy seed.

One lot of alfalfa seed containing over 2,000 stinkweed seeds per ounce was entirely freed from this weed seed with no loss of alfalfa. Wild mustard also was separated from alfalfa as well as from the clovers.

The process is being developed with the idea of putting it on a commercial basis.

Receiver for Chicago Seed Firm.

An involuntary petition in bankruptcy has been filed against the Everette R. Peacock Co., of Chicago, and E. D. Buell has been appointed receiver.

Everette R. Peacock, head of the company, was one of the organizers and the former pres. of the Milwaukee-Irving State Bank, also of Chicago, and he, with a former cashier of the bank, has been accused of irregularities in the conduct of the bank's business.

It is charged, in information filed with the state's attorney's office, that about \$450,000 was withdrawn from the bank on checks made out by the seed company. It is alleged that 6 months ago it was learned that the bank was carrying overdrafts of the Everette R. Peacock Co. amounting to \$293,000, and that by September, 1921, the amount had been increased to more than \$400,000. Some of this is understood to have been covered by collateral, and the statement has been made that officials of the bank have made good the amount.

Mr. Peacock withdrew as an official of the bank some months ago.

On April 22, the receiver found himself engaged in a novel form of competition. The company had on hand seeds, bulbs and onion sets valued at about \$200,000, but much of the stock began to respond to the urge of spring, sprouting enthusiastically. It was figured there would be about 2 weeks in which to dispose of the stock before it gets past the marketable stage, and this made it necessary for the receiver to hurry a practice that by most receivers to be very unbecoming.

Supply Trade

Chicago, Ill.—Elevator operators will be interested in learning that the Weller Mfg. Co. is now manufacturing and selling the Mettler Wonder Grain Cleaner.

Omaha, Neb.—The grain trade of the West and Southwest will be grieved to learn of the recent death of G. R. McBride, for many years manager of the American Supply & Machinery Co.

Chicago, Ill.—Official returns from the building departments of 190 cities to the American Contractor show a valuation of building permits in March, 1922, of \$262,283,000, against \$131,905,000 for March, 1921.

Maroa, Ill.—Bulletin No. 25 describes thoroughly the Eureka Auto. Brick Salvaging machine manufactured by the Maroa Mfg. Co. This bulletin will be sent to Journal readers who write the company requesting it.

Bloomington, Ill.—The night of Apr. 20 burglars entered the office of P. F. McAllister & Co., gaining entrance to the safe by wrecking its door, but secured nothing but a few postage stamps for their trouble. The loss was covered by insurance.

Chicago, Ill.—Prices on bars, plates, shapes, nails and sheet bars were advanced from \$2 to \$3 a ton by a number of the smaller mills in the Pittsburgh district Apr. 21. Prices were not advanced by the U. S. Steel Corp. nor by the larger independents.

Enterprise, Kan.—Every grain elevator operator who is contemplating the improving or building of an elevator should send for catalog No. 22 just issued by J. B. Ehrsam & Sons Mfg. Co. This catalog gives a complete description, with illustrations, of the company's extensive line of elevator machinery.

Denver, Colo.—H. C. Hefner, pres. of the Memorial Craftsmen of America, announced on Apr. 17 that virtually the entire granite industry of the United States has declared for the open shop with a reduction in wages from eight and nine dollars to six dollars per day. Mr. Hefner stated that his ass'n has for some time made a determined fight for the open shop principle, to obtain justice for the buying public.

Minneapolis, Minn.—As evidence of the wide popularity gained by its successful performance, the Carter-Mayhew Mfg. Co. is distributing "A Portfolio of Unbiased Opinion by Users" of the Carter Disc Separator. Through this book you are given the opportunity of having a personal visit with many of the users, over the country, of Carter Disc Separators. These users tell in their own way, without bias, based on their own personal experience, what they think of this machine.

WHEAT GROWERS and business men of Saskatchewan, Canada, are asking for a change in the name of "Manitoba" wheat, claiming that much of the wheat so named actually comes from Saskatchewan, and that the name creates a wrong impression.

McMillin Wagon and Truck Dump.

During the last five years, along with other changes, there has come a change in the kind of vehicle the farmers use to deliver grain to the grain elevator. Before this change, we had a standard wagon, which could be dumped on a standard rail or platform dump. At present we have many different lengths of wagons, which have longer as well as wider beds. We also have a number of trucks in different localities, none of which can be handled on the standard rail dump. These changes have caused the elevator men much trouble and a number of devices have been designed for dumping grain from different styles of vehicles. One of the difficulties in designing a dump to take care of all length vehicles is that it requires changes in the driveway and often interferes with the second dump should there be more than one dump. The general practice has been to raise the front part of the vehicle at a fixed point. It becomes necessary to have several dump doors located to receive the grain from the different length vehicles, and it is quite often the case that the sink is not large enough to receive much grain from all of these doors.

In the illustration herewith we show a dump which is designed to eliminate the objections and troubles so far encountered. In placing a trolley track overhead the driveway the trolley can be moved to fit any length vehicle which may come in, and it is so constructed that it will raise the front end of the vehicle at this point. By lengthening the trolley track and cable, dumping can be accomplished in any number of dump doors and any length vehicle can be dumped in any dump door. The attachment to the front wheels is supported, when not lifting the load, on a spring which carries it 6 inches off the driveway floor. When attaching this hook to the wheel it is necessary to press down and hook it under wheel. It is removed from the wheel in the same way. This hook has an offset which protects the fender of the truck as well as the wide or overhanging wagon bed. It has no connection with driveway door and can be installed in any driveway.

Power for this dump can be supplied from a separate motor, driven from the other elevator machinery, or easily operated by hand if necessary. All parts of dump are in plain view and under control of operator at all times. It will dump the heaviest load with ease and raise truck or wagon to any angle desired.

This winch is constructed by using a barred fibre beveled friction. The lever which operates it operates a thrust shaft which forces the large friction against the small friction for operating the dump. Releasing on the operating lever causes the friction to come apart and will allow the vehicle to float back to its normal position by its own weight. This operat-

ing lever if let loose at any point will by its own weight throw the large friction against the brake and hold the vehicle at any point. All parts of this dump is substantially constructed and durable in every respect. From the illustration it can be readily seen that the cost of installation is light, since all that is required is supports for the track overhead an iron roller and bolting the winch to the side of the driveway.

When desiring to operate this dump for more than one door, an operating connection is supplied so it can be operated when standing at any of the dump doors and the operation at these points is just as effective as when standing at the winch. This new overhead truck and wagon dump was designed and patented by L. J. McMillin.

Report of Millers Federation Feed Legislative Com'te.

A report of the special legislative com'te on commercial feedingstuffs law was submitted to the annual meeting of the Millers National Federation held in Chicago Apr. 21. This report, which had been prepared by Chairman William G. Crocker, follows:

The most important matter that has come up since our last report was the adoption, by the Ass'n of Feed Control Officials, of "Tentative Standards" for mill feeds. These are as follows:

Tentative Standards for maximum fiber in wheat mill feeds: standard middlings, 9.5%, flour middlings, 6%; red dog flour, 4%; brown shorts, 6.5%; gray shorts, 5.5%; white shorts, 3.5%; wheat mixed feed, 8.5%.

These "Tentative Standards" were submitted to the Ass'n of Feed Control Officials at their annual meeting in Nov., 1920, and were published as "Suggested Standards" for study during the intervening year. It was originally proposed that the standards should include minimum protein, minimum fat and maximum fiber, but after discussion the tentative standards for maximum fiber alone were adopted.

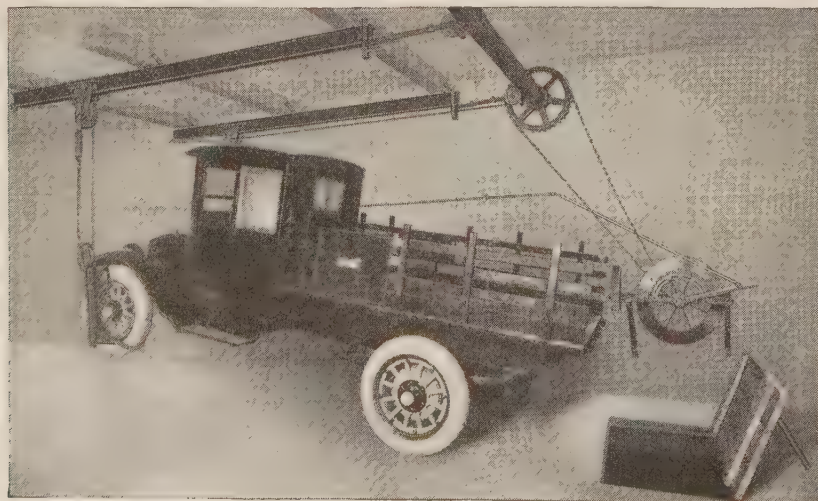
The Federation was represented at the Annual Meeting of the Feed Control Officials in Oct., 1921, and every effort was made to prevent the adoption of any standards for mill feeds, as your comite felt that such standards were impracticable and would work a hardship to millers, without compensating results to consumers. Despite our efforts, however, the "Tentative Standards" were adopted as quoted above; these remain as "Tentative Standards" for one year, and at the next annual meeting in October or November of this year they will again be discussed by the Ass'n of Feed Control Officials and adopted either in their present shape or with revision, and will then become "Permanent Standards."

Your comite repeats its conviction that it is unfair to establish permanent standards for millfeeds, which, as a by-product, vary with the crop.

Massachusetts.—A bill is pending in the Massachusetts legislature which provides for a revision of their feedingstuff law. Under the terms of the bill, as introduced, it would be necessary for millers selling feed in Massachusetts to make reports semi-annually to the Director of the Experiment Station and pay a tax of ten or fifteen cents per ton upon all feed sold in the state during the preceding six months. Naturally we opposed this bill, feeling that if it is necessary to raise funds for the inspection of feeds a flat registration fee would be more desirable. At the present writing the bill is in comite and there is reason to believe that it will not be reported favorably in its present shape, but that if it receives favorable consideration at all it will be changed to provide for an annual registration fee.

Metal Fasteners.—Several states now have laws which prohibit the use of sharp point metal fasteners for attaching tags to packages of feed; some of the states provide that dull point fasteners may be used, but prohibit the use of sharp point fasteners. There is a growing sentiment among feed control officials that the use of metal fasteners should be prohibited, and your comite recommends that members should inform themselves on this subject as to the states into which they ship feed. While it is probably not practicable to print the necessary information upon sacks, and thus do away with metal fasteners entirely, this would be a very satisfactory solution of this problem. As there have been reports of death of animals from swallowing these metal fasteners, it may result in an agitation for a national law prohibiting their use, and your comite therefore recommends that their use be discontinued as far as possible.

National Trade Rules covering transactions in feedingstuffs: Our information is that these rules are gradually being adopted and observed in transactions between millers and buyers of feed.



McMillin Wagon and Truck Dump.

Feedstuffs

TILLAMOOK, ORE.—The Oregon Grain Co. has succeeded the Standard Feed Co.

MT. VERNON, IA.—The erection of a feed mill is contemplated by Hedges & Son.

NEWARK, O.—The M. O. Drumm Co. has bought the feed business of G. N. Zlaket.

LITTLEPORT, IA.—Christ Behrens is installing a feed mill in a building he bought recently.

VALPARAISO, IND.—The Chatfield Grain Co. has bought the feed business of William Harbeck.

ALBION, IA.—The Albion Farmers Elevator Co. will enlarge its feed dept., building a new warehouse.

SARCOXIE, MO.—The Victor Milling Co. has bought the feed business of G. E. Gale and also that of J. E. Hall.

SPRING GREEN, WIS.—H. Marcus & Son have bought a building in which they will install and operate a feed mill.

BERLIN, WIS.—Edward Westover & Sons have purchased machinery which will be used in equipping a feed mill.

MERIDIAN, MISS.—The warehouse at the mixed feed manufacturing plant of Sturges & Co. is being remodeled.

CONCORDIA, KAN.—Hobert Scott, formerly of Lincoln, Neb., has bought the business of the Concordia Poultry & Feed Co.

YOUNGSTOWN, O.—The D. H. Owen Feed Co. has been incorporated with capital stock of \$10,000 by D. Howard and G. Bosshin.

SPOONER, WIS.—The feed mill of the Spooner Milling Co. burned recently. It is thought the fire was caused by defective electric wiring.

COLLEGE VIEW, NEB.—F. J. Harrison has bought the feed business of J. T. Milton and contemplates the installation of a new feed grinder.

ADA, OKLA.—Lightning recently struck the plant of the Ada Alfalfa Milling Co., starting a fire that destroyed a warehouse. The loss was about \$2,000.

BRANCHLAND, W. VA.—The Branchland Feed & Supply Co. has filed voluntary petition in bankruptcy, scheduling liabilities of \$27,960 and assets of \$19,595.

RILEY, KAN.—Clarence Crowl, W. S. Timmons and N. A. Johnsmeyer have bought the feed business of Robert Masterson. Possession will be given May 1.

NEW ORLEANS, LA.—The Case-Teel Co., Inc. which was organized recently, has bought the local feed manufacturing plant of the Royal Feed & Milling Co., of Memphis.

TACOMA, WASH.—The Washington Feed Ass'n has been incorporated with capital stock of \$20,000 by S. D. Sanders, L. G. Swinney, G. S. Ford and C. W. Shaffner.

PINE BLUFF, ARK.—John O. Cook and his son will engage in the wholesale feed and flour business. A building adjoining the plant of the Riley Feed Mfg. Co. has been leased.

WATERBURY, CONN.—The Waterbury Checkboard Chow Co. has been incorporated with capital stock of \$10,000 to handle feed and grains. George H. Jenkins, R. A. Black and W. K. Woods are interested.

HAMMOND, IND.—The Midwest Feed & Fertilizer Co., an Illinois corporation with a plant located here, has qualified to do business in this state. Its capital in Indiana is given as \$38,500.

PHILADELPHIA, PA.—The Bisbee Linseed Co., recently organized by officers and stockholders of the Midland Linseed Products Co., has bought the old Grove mill and refinery.

EAST ELLSWORTH, WIS.—George Heacox is building a feed mill.

KENNETT, MO.—Sexton & Sons have engaged in the feed business.

Winona, Kan.—J. W. Messler recently opened a flour and feed store here.

KANSAS CITY, MO.—The Universal Feed Mills, of Cuero, Tex., contemplates establishing a plant here for the manufacture of poultry feeds.

SEATTLE, WASH.—A petition in bankruptcy has been filed by F. M. Fairbanks & Co., dealers in feed, grain and other commodities. Liabilities of \$22,210 and assets of \$50 are scheduled.

LADYSMITH, WIS.—The Ladysmith Trading Co., recently incorporated with capital stock of \$15,000, will handle feed, millstuffs, grain, etc., both wholesale and retail. E. E. Carson is gen'l manager.

MINNEAPOLIS MINN.—The Commercial Feed Co. has closed its office. The company is controlled by the Arcady Farms Milling Co., of Chicago, and the latter organization will close out all unfinished business of the Minneapolis office.

BATON ROUGE, LA.—The Capital Feed Mfg. Co. has been organized with A. M. Perkins as pres., L. S. Doherty, vice-pres. and manager, and S. B. Walsh sec'y to erect and operate a plant for the manufacture of dairy, stock and poultry feeds. Capital stock is \$10,000.

KANSAS CITY, MO.—The General Commission Co. has made arrangements to operate a feed mill at the plant of the Empire Ice & Cold Storage Co. There is an 80,000-bu. elevator in connection with the plant, but probably only a part of this capacity will be utilized.

INDIANAPOLIS, IND.—I have succeeded Probst & Kassebaum, Inc., in the hay, grain and feed business. I am selling under a different plan than formerly, that is, more on the cash and carry plan, eliminating a lot of overhead expense. The trade takes to the idea very well. —W. F. Kassebaum.

EXPERIMENTS with apple-pectin pulp as a feed for dairy cattle indicate it is superior, pound for pound, to corn silage, and about intermediate between silage and beet pulp. Apple-pectin pulp is the product remaining after pectin has been extracted from apple pomace, or cider press cake.

EVANSVILLE, IND.—Charles C. Klenck has filed suit in superior court, asking that co-partners in the Klenck Feed Co. make an accounting to him for his interest in the company, which, he charges in the complaint against Jacob L., Earl G., and Mathilda L. Klenck, they have refused to do.—C.

ST. LOUIS, MO.—E. C. Dreyer, who organized the Mid-West Flour & Feed Co. about four years ago, has disposed of his interest in that company. He will devote all of his time to the business of the Dreyer Commission Co., of which he is president. Rudolph and William Altenberd have taken over the Mid-West Flour & Feed Co., incorporating with capital stock of \$10,000.

AN ORDER issued by the commissioner of agriculture of West Virginia and becoming effective Apr. 1 requires that affidavits of registration for brands of feedstuffs must state the percentage of each ingredient used in the manufacture of each brand to be registered. There is doubt in the minds of some whether the commissioner has the authority to require this information.

COMPLETE rules and regulations for the preparation of applications for certificates for the sale of brands of concentrated commercial feedingstuffs in the state of New York are contained in Circular No. 208 of the Dep't of Farms and Markets. The circular provides definitions which will be considered as applicable under the law to all ingredients in compounded feedingstuffs.

ELLIS DRIERS

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To operate an Ellis Drier is to perceive the superior quality of work which it produces and to want no other. Since the advent of the new Federal grades, we have seen a remarkable increase in our grain drier business. There is every good reason for this, namely: the Ellis Drier is producing grades which cannot be approximated by others.

The day of thick grain layers, faulty air circulation, poor cooling facilities and charge feed is fast passing into the yesterdays. The modern grain and milling business with its exacting regulations is demanding a really scientific grain drier and is getting it in the "ELLIS."

× ×

THE ELLIS DRIER CO.

Roosevelt Road and Talman Ave.
CHICAGO, U. S. A.

Alfalfa and Molasses Feeds for Livestock.

The use of a prepared feed consisting of alfalfa and molasses for horses, cattle, sheep and hogs is gaining favor with feeders as a combination to balance corn rations and as a supplement for other feeds that are higher in price. The alfalfa molasses feeds are rich, sweet and palatable, stimulating the appetite and creating thirst, and increasing the returns from other feeds. The stock will consume more feed and drink more water, and, in the case of dairy cattle especially, the cheapest gains are made from water.

Alfalfa is rich in protein and in mineral matter, especially lime. The latter is required in large quantities in milk production and in bone building, and it has a beneficial laxative effect.

Molasses is said to have the highest digestibility of any carbohydrate known.

The two feeds, properly blended, give a product which, when fed with grain, is an easily digested food that yields high returns at low cost.

Exports of Feedstuffs.

Exports of feedstuffs during February, compared with February, 1921, and for the 8 months ending with February, were reported by the Bureau of Foreign and Domestic Commerce as follows:

	February 1922	February 1921	8 months ending Feb. 1922	8 months ending Feb. 1921
Bran and middlings, tons	901	449	9,316	1,834
Cocoanut cake, and meal, lbs.	480,979	111,143	9,530,877	425,500
Corn oil cake, lbs.	60,500	3,595,681	88,113
Cottonseed cake, lbs.	17,294,915	23,407,697	313,591,919	230,456,130
Cottonseed meal, lbs.	6,109,511	15,728,217	106,555,670	45,106,835
Linseed meal, lbs.	3,906,753	3,087,275	12,496,871	11,278,807
Linseed cake, lbs.	33,832,273	61,013,988	359,011,646	237,318,907
Milfeed, tons	55,793	1,049	12,612	7,115

Supreme Court Decisions

A landlord's lien exists on all crops to secure all the rents, under Crawford & Moses' Dig. § 6889, where the contract was an entire one and the rent reserved was an agreed share of the crop grown on the lands cultivated, money rent for the remainder, the lien exists for the payment for the remainder of the land as well as for the payment of the agreed share of the crop.—Stephenson v. Lewis. Supreme Court of Arkansas. 238 S. W. 61.

Negotiability of Bs/L.—That a B/L refers to a party other than the consignee as the party to be notified does not limit the negotiability of the bill or constitute notice to the purchaser of rights or equities of such person in the goods in view of Personal Property Law, § 195. A B/L containing nothing on its face indicating that it is not negotiable is negotiable in view of Personal Property Law, §§ 194, 239.—Slutzkin v. Gerhard & Hey. Supreme Court of New York. 191 N. Y. Supp. 104.

Waiver of Buyer's Agreement to Furnish Cars.—A contract requirement that the buyer furnish cars to ship goods bought was waived by the sellers voluntarily assuming duty of furnishing the cars and notifying the buyer that the cars had been furnished and shipped, and the sellers, having assumed this obligation, breached the contract by failing to deliver the merchandise in accordance with the terms.—Basch v. Buschman. Supreme Court of New York. 192 N. Y. Supp. 894.

Filing Claim After "Reasonable" Time for Delivery.—"A reasonable time for delivery" within a clause in a B/L requiring that claims be made in writing within six months after a reasonable time for delivery has elapsed, means the time required conveniently to make transportation and delivery in the ordinary course of business, and not the expiration of such a period as would indicate a strong probability that the goods would never in fact be delivered.—R. P. Hazzard Co. v. Maine Cent. R. Co. Supreme Judicial Court of Maine. 116 Atl. 258.

Check on Suspended Bank Held a Preferred Claim.—Where a check of one having a checking account large enough to cover it is sent by mail for collection to the bank on which it is drawn, which has at the time of its receipt, and at all times thereafter, sufficient cash to meet it, and the bank charges it to the drawer and at once mails to the owners a draft for the amount, payment of which is prevented by the bank commissioner taking charge of the bank issuing it before it could be presented in due course of business, the owners of the check have a preferred claim for its amount against the assets of the suspended bank.—Kest v. Hanover State Bank. Supreme Court of Kansas. 204 Pac. 994.

Suit to Be in County in Which Offer Was Accepted.—Where sales contract was made by seller's acceptance over the long distance telephone in county in which it had its place of business, of offer made by buyer in other county, in which buyer had its place of business, the contract was made in the county in which the seller had its place of business, and the cause of action and buyer's action against the seller arose therein, and not in the county of the buyer's place of business, within Rev. St. art. 1830, subd. 24, providing that suits against a private corporation may be commenced in any county in which the cause of action, or any part thereof, arose.—Cowdin Grocery Co. v. Early-Foster Co. Court of Civil Appeals of Texas. 237 S. W. 578.

OWEN L. COON

Railroad Claim Attorney

Association Building
CHICAGO

No charge if nothing collected.
Now handling more than 10,000 claims annually.

Representing State Grain and Livestock Shipping Associations

New Light on Railroad Claims

[From an address by Owen L. Coon before the Western Grain Dealers Ass'n.]

Five things affecting railroad claims have occurred during the last year that should be noted.

All loss and damage claims arising during federal control have become outlawed unless already placed in suit. Federal control extended from Jan. 1, 1918, to March 1, 1920, and all loss and damage claims on cars shipped during this period are now absolutely outlawed unless placed in suit prior to Feb. 28 of this year. It is well to remember that loss and damage claims arising on cars shipped during the so-called "guaranty period," namely, from March 1, 1920, to Sept. 1, 1920, are not outlawed under the above provision, and the shipper has two years and one day in which to bring his suit on such claims.

Suits: The new bill of lading, effective Mar. 15 of this year, changes the time within which suit must be brought on claims arising on cars shipped since that date, and on ALL future cars. Under the new bill of lading, where the claim is presented within six months from the date the car is unloaded, the shipper has two years and one day in which to sue—but this time limit of two years and one day starts to run only from the date the claim is declined by the carrier—not from the date the car is unloaded, as formerly.

In other words, if the claim is presented within six months from date of unloading and is not declined by the carrier for a period of eighteen months after presentation of the claim, the shipper still has two years and one day in which to sue, after the claim is declined. If, however, the claim is not presented within six months, then suit must be brought within two years and one day from the day the car is unloaded, as formerly.

Do not delay the bringing of your suits, however, because of the extension in time. The longer you wait the more difficult it becomes to obtain the necessary evidence to substantiate your claim. Terminal weighmasters and grain inspectors move away or die, and it is much harder to prove your claim in court under such circumstances. If you have a good claim that is declined, sue upon it and get action. It is certain you won't get your money any sooner by standing idly by and waiting for the time limit to elapse on you.

Collection of Freight Charges: An important change has been made in reference to collecting freight charges. You men have had more or less experience with situations like the following:

You sell a car of grain at a certain price NET your track. The grain is shipped, the purchaser paying the freight. A number of months later the railroad sends you a due bill showing an additional sum due them under certain tariffs, which were not applied correctly at the time freight charges were originally assessed. In the meantime the purchaser has gone out of business.

As the railroad has been obligated by law to collect the freight charges from either the consignee or consignor, the burden in the past has fallen upon you to pay for the error of the railroad in not collecting all of the freight in the first instance. Under the new bill of lading this difficulty can be obviated by giving the railroad notice in writing on the bill of lading at the time of shipment that ALL freight charges must be collected before the delivery of the property at destination and if through error they neglect to do so, the burden of paying for their error does not rest upon you.

A year ago trunk line carriers were starting to relax their declination of certain kinds of "clear record" grain shortage claims, that is, claims for shortage on cars arriving at destination with no apparent leakage or defective seal record. All important western trunk line carriers, with three exceptions, are today giving a measure of consideration to such claims.

These three carriers still persist in the unfair and unjust rule of declining such claims without attempting to give consideration to the record of weighing at the point of origin.

They base their declination upon the theory that their trainmen, while sitting in the caboose, always see and make a record of every bushel of grain that ever leaks from any car in their train while the car is in motion. That such is impossible goes without saying. We submit that "clear record" means nothing at all in many cases, but simply a record that is not complete as to all leakage, because of the impossibility of keeping a record of all grain that can and does leak while cars are in motion.

If the record of weighing of any grain dealer is such as not to be reliable, clear record claims should, of course, be declined, but even cancelled, and defective record claims compromised accordingly. But simply to decline a claim, regardless of weighing conditions at origin and destination, is unfair to the grain shipping public that constitutes under the present high freight rates the principal source of income of the carriers.

Grain claims, both defective record and clear record, should be settled on one basis regard-

less of whether it favors the carrier or the shipper, namely, on the basis of the record of the weighing at the country station on cars shipped to terminal markets where the weighing is performed by disinterested parties.

The Chicago and Northwestern R. R. has had a high reputation in the past for its fairness in the handling of grain claims. We know that they, together with the Chicago and Alton and Union Pacific, will see the unfairness of their position at least eventually.

Don't Sign General Releases: Grain dealers should exercise extreme caution in signing general releases requested by certain carriers, particularly the Great Northern R. R. This railroad makes it their practice when settling any group of claims to demand from the shipper his signature to a release whereby the railroad is released from liability on the claims considered, and also "from all liability for loss, DAMAGE OR DELAY on all shipments moving prior to (inserting date when settlement made)." Many is the shipper I know who signed such a release to get a few paltry dollars on a few shortage claims, and who as a result of such action lost out entirely on hundreds of dollars' worth of just, legal and legitimate claims for delay on 1920 shipments that he did not know existed until some six months after he signed such a release.

If the carrier desires to settle the claims filed on a satisfactory basis, enter into a settlement agreement to include only the claims considered, but this business of the grain shipper signing blank releases releasing the railroad from liability on a lot of unfiled railroad claims which the carrier is shrewd enough to know exists and are unfiled, but which the shipper, through lack of knowledge of his rights, knows nothing about, is altogether a one sided proposition.

Play safe! Stay away from it! The average grain dealer, either because he is too busy with other matters, or is unacquainted with his legal rights, files only a very small portion of the railroad claims upon which he has money legally and justly due. He has several hundred dollars of such claims yearly that he knows nothing about, that are usually never filed, that constitute a dead loss in his business, when they might be a profit—claims that will never be found, filed and collected unless he has his record of shipments audited periodically by someone who is enough of a specialist in this line of work to be able to detect and file every one of such claims.

You should bundle your account sales up every six months and send them in to be audited for all possible kinds of railroad claims by a person who knows the ins and outs of that business exactly as you know the ins and outs of your business. You will be surprised at the savings effected. In these days of the highest freight rates in history you should regard it not only as a right, but even as a duty to recover your legitimate losses caused by the carriers' negligence and to scrutinize your record of shipment with extreme thoroughness, exactly as the railroads themselves do for all the money that is lawfully due them.

I wish to call your attention to the necessity on your part for devoting more time and attention to securing more accurate loading weights on your grain shipments. If you have no hopper or automatic loading out scale, for goodness sake, get one as soon as possible.

You may load 1,500 bushels in a car and get returns for 1,400 and never even have the privilege of knowing about it. I am not in the scale business and it makes no difference to me whether you have a scale or not, but from being in the position of one who sees the amount of money which the grain shipper recovers in the course of a year, where he can prove the weight of each carload, I positively know that equipping your elevator with a scale is not an expense—it's simply putting money in your savings bank account.

If you have such a scale, see that it is inspected regularly every six months. If you don't know how to operate it, study it till you do know how. It is the one underlying thing that MUST be done by the country grain shipper if he is to protect his rights on shortage claims.

A KERNEL of oats, sprouting in the ear of a New Haven, Conn., man, caused meningitis which resulted in his death, Apr. 21, according to a report from that city.

A PETITION attacking the practice of certain large railroads of contracting for equipment repair work with outside shops has been filed with the Interstate Commerce Commission by the International Ass'n of Machinists. The Commission is asked to refuse permission for such contracts unless the contractor observes in full the labor standards established by the Railroad Labor Board.

Grain Carriers

AN ORDER has been placed by the New York Central Lines for 16,000 cars and 75 switch engines.

THE Canadian Pacific on Apr. 18 lifted the embargo against shipments of grain to Fort William and Port Arthur.

THE steamer William A. Reiss was the first boat of the season to pass thru the Straits of Mackinac, going thru at 7:15 a. m., Apr. 14.

THE Texas & Pacific Railroad announced Apr. 12 that it would begin immediately the rebuilding of cars in its shops at Marshall, Tex.

THE SHOPS of the M. K. & T. Ry. at Sedalia, Mo., have been leased to a firm at Cleveland, O. Operations were resumed at the shops Apr. 24.

SIXTEEN steamers, the first fleet of the 1922 season, arrived at Fort William and Port Arthur Apr. 19 to take out grain for Buffalo and Georgian Bay ports.

GRAIN DEALERS thruout the state of Virginia are organizing to prepare and present to the Interstate Commerce Commission a request for freight rate readjustments.

A BILL now pending before the senate com'ite on interstate commerce would amend the bill of lading act of 1916. Hearings were held Apr. 3, and these were continued to Apr. 10.

RATES in effect on the Kansas & Oklahoma Railway, which is now operating the 13 miles of line completed between Liberal and Archer, Kan., are named in tariff No. 1 of the company.

LAKE navigation opened officially for the season of 1922 at Canadian ports Apr. 19. It was expected that 3,500,000 bus. of grain would clear in two days, and about 10,000,000 bus. in the first 10 days.

A NATIONAL Ass'n of Traffic Clubs will be organized at the Hotel La Salle, Chicago, May 15, 16, 17, after the meeting of an organization com'ite at Pittsburgh, Apr. 20, called by Henry A. Palmer, chairman.

ALL BIDS received by the C. & N-W. Ry. Co. for the purchase of \$6,000,000 worth of new equipment, which would include 1,250 box cars, were rejected by the company because the prices were too high.

PERMISSION has been given the B. & O. by the Interstate Commerce Commission for the abandonment of a branch line in Stark County, Ohio, and a portion of a branch line in Carroll and Stark Counties.

THE EMBARGO on grain shipments to the Canadian Head of the Lakes has been lifted by the Canadian National Railways. The embargo had existed for about a month because of congestion in terminal elevators.

THREE STEAMERS left Chicago Apr. 16 for Buffalo, one having a cargo of oats and the others corn. Another steamer left Manitowoc for Buffalo with a cargo of corn the same day. The four boats carried about 1,000,000 bus. of grain.

NEW MEMBERS of the Railroad Labor Board, appointed by Pres. Harding, and confirmed by the senate Apr. 11, are as follows: G. Wallace, W. Hanger (District of Columbia) public group; A. O. Wharton, (Missouri) labor group; J. H. Elliott (Texas) management group.

NAVIGATION for the season was opened at Duluth at 4 a. m., Apr. 21, when the steamer Reiss arrived. The big fleet, upbound, was then stuck in an ice jam at Whitefish. It was expected the boats would reach Duluth the latter part of the same week, and that no boats would clear that port until the following week.

AN AMENDMENT proposed by Rep. Volstead, of Minnesota, to the act providing punishment for breaking seals and stealing from railroad cars in interstate commerce would provide that the waybill covering a shipment shall be prima facie evidence as to its interstate or intrastate character.

INTIMATION has been given in Washington that a liberal reduction in freight rates will be ordered when the Interstate Commerce Commission gives its decision in the general rate case. Coal, coke and iron ore are expected to be singled out for particularly generous cuts.

A PLEA endorsing the request of the Kansas City Board of Trade and the Omaha Grain Exchange that new rates be applied on old tonnage in store in elevators has been filed with the Interstate Commerce Commission by C. W. Mittendorf, sec'y of the Hutchinson Traffic Buro, Hutchinson, Kan.

IDLE FREIGHT CARS on Apr. 8 totaled 420,456, compared with 367,687 on Mar. 31. This is almost entirely due to the falling off in traffic because of the coal strike. Of the total, 259,605 were cars in good repair and ready for service. The surplus box cars totaled 92,393, an increase of 3,902 over Mar. 31.

BUFFALO has opened its grain season of 1922, the first steamer arriving being the T. K. Maher, with 257,000 bus. of oats. The steamer was loaded at an upper lake port last fall, but tied up at Cleveland during the winter. The ice is all out of the way and several cargoes are on the way from Chicago to Buffalo.

PHILADELPHIA, PA.—C. Herbert Bell is chairman of the Joint Com'ite appointed to prepare Philadelphia's case in the Atlantic differential fight. Other members of the com'ite who are also members of the Commercial Exchange are A. B. Clemmer, Walker K. Woolman, William M. Richardson and Hubert J. Horan.

ROUTINGS to Texas City and Galveston, in connection with the Santa Fe from Kansas City, have been made by the C. B. & Q. in making rates from upper Missouri River points to the Gulf for export. This permits transit privileges at Kansas City, and the Santa Fe will absorb switching charges to and from off-line plants.

THE MEETING scheduled to be held May 1 for the purpose of considering wage difficulties of union railroad employees in the United States has been cancelled by the Railroad Labor Board. The action was taken because the date would conflict with that of the convention of the engineers and firemen, and a new date is expected to be announced later.

CHARGES for reconsigning grain stopped at Dodge City, Kan., for inspection and subsequently diverted within free time have been eliminated by the Santa Fe. A system of manifesting the arrivals to the inspection dep't, this to constitute notice of arrival, has been adopted. Free time starts the first 7 a. m. after notification and runs 24 hours.

PENDING INVESTIGATION, rate schedules have been suspended until Aug. 8 which propose new joint and proportional reshipping rates on wheat, corn and other grains from Chicago in connection with the C. & N-W. and the C. M. & St. P. to Milwaukee, thence via car ferry in connection with the Grand Trunk and Pere Marquette to eastern cities, both domestic and export. The proposed rates are the same as the reshipping rates currently in effect from Chicago in connection with eastern lines and from Milwaukee when routing via Chicago or car ferry across Lake Michigan.

A PETITION has been filed by the Chamber of Commerce of Evansville, Ind., also the Chamber of Commerce of Henderson, Ky., with the Interstate commerce commission alleging that the railroad tariff is discriminatory against the Evansville and Henderson gateway as it fixes an unfair rate on the shipment of grain from these two points. It is alleged that

the grain shippers and millers of both Evansville and Henderson will suffer financial losses unless the present tariff is rescinded. Members of congress and senators from Indiana

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and Kentucky have been asked to take the matter up with the Interstate Commerce Commission.—C.

A CONFERENCE ruling has been issued by the Interstate Commerce Commission expressing the opinion that section 208a of the Transportation Act of 1920 does not authorize the Commission to award reparation or consent to an award of reparation made by a state commission, on intrastate shipments which moved during the guaranty period, Mar. 1 to Sept. 1, 1920.

CONTROL of intrastate freight rates in Illinois has been restored to the Illinois Commerce Commission, the Interstate Commerce Commission having rescinded its order authorizing the railroads to bring their intrastate rates to the level of interstate rates. The higher interstate rates may remain in effect, however, unless the Illinois Commission orders them changed.

NOTICE has been given carriers by the Interstate Commerce Commission that hereafter it will not approve the establishment of changes in rates on less than statutory notice unless there is a substantial showing of an emergency which warrants the waiver of the statutory provisions. Special procedure is also prescribed which the carriers must follow in requesting permission to publish rates on short notice.

THE Mississippi-Warrior Barge Line from St. Louis to New Orleans has asked the Interstate Commerce Commission for the right to protect a 20% reduction on a joint barge line-rail rate on grain and grain products from St. Louis, Central and Southern Illinois territory to Atlanta and the Southeast. B. J. Drummond, traffic manager for the Cincinnati Grain & Hay Exchange, has filed an intervention, claiming the effect of the reduction will be to discriminate against Cincinnati and Louisville to the extent that they would be eliminated as grain distributing centers. The rate would be about 2c per cwt. less than the all rail rate.

CAR LOADINGS for the week ending Apr. 3 totaled 714,268, compared with 827,011 the previous week. There was, however, an increase over the corresponding week of 1921, and the decrease this year is largely due to the coal strike. Grain and grain products loadings totaled 31,598 cars, a decrease of 3,436 as compared with the previous week, and 1,834 more than for the same week of 1921.

COMPLAINT against the Ann Arbor and other railroads, alleging unreasonable rates from and to the New England ports as compared with similar rates from and to Baltimore and Philadelphia from territory west of a line drawn thru Buffalo and Pittsburgh has been filed by the Boston Chamber of Commerce and the Associated Industries of Massachusetts. This is expected to renew the old port differential fight.

NO DATE has been set by the Interstate Commerce Commission for the hearing on the complaint by eastern interests against the tariffs of western carriers serving Gulf ports which give those ports an advantage over Atlantic points. In the meantime, however, the complaint has been given Docket No. 13510, and the Commission has ordered the Illinois Central to suspend until June 10 a proposed tariff of rates from central and northern Illinois to New Orleans that would be $6\frac{1}{2}$ c under the rates to Philadelphia.

EXAMINER BARCLAY of the I. C. C. held a hearing at Chicago Apr. 10 on the reopening of Dockets No. 12929 and No. 11703 on the division of Illinois grain rate territory. Chas. Pippin said rates from Central Illinois to East St. Louis were now higher than the interstate rate to St. Louis. B. J. Drummond of Cincinnati asked that the relationship between the various Ohio River crossings be not ignored. J. S. Brown asked that any reduction in the grain rates in Illinois be made applicable on the rail specifics and lake proportionals applying on grain destined via Chicago to eastern points.

MONTREAL, QUE.—The Grain Board, which was created last season to deal with conditions of congestion of transportation at this port, has been reappointed. M. P. Fennell, gen'l manager of the port, is chairman of the board, which will have control of the movement of grain in the port, especially as this applies to the loading of vessels. It is believed that much United States grain will move thru Montreal this year.

Insurance Notes.

TRIAL of the case involving the order of Insurance Sup't Frank L. Travis, of Kansas, for reductions in fire insurance rates in the state is to occur next month.

ESTABLISHMENT of standards for the safety of workmen in industrial plants in Minnesota were considered at a meeting of the state compensation insurance rating bureau, the industrial commission and the insurance companies held at St. Paul Apr. 13.

A STARTLING increase of fire losses was reported at the meeting of the New York Board of Fire Underwriters Apr. 19. Figures for the first three months of this year show an increase of 31% as compared with the same period last year in the states of New York and New Jersey.

A SUGGESTION has been made to the Sec'y of Agriculture by the Wisconsin Industrial Commission that a conference of representatives of terminal grain elevators and insurance companies be held to consider plans for removing dust from grain as it is being taken into elevators, in order that the danger of dust explosions may be minimized.

THE Warehouse Act would be amended to include horticultural products as well as agricultural products under a bill introduced in the house by Rep. Harris, of Georgia. It is now in the hands of the com'te on agriculture and forestry.

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1913.....	2,308,618.00	28,215.40	7,682.96
1914.....	2,602,714.00	32,608.44	8,693.82
1915.....	3,324,174.00	46,605.55	10,593.33
1916.....	6,150,281.00	80,906.83	13,343.71
1917.....	8,357,275.61	101,003.97	25,787.48
1918.....	11,097,026.41	150,151.65	38,432.10
1919.....	17,000,000.00	233,000.00	54,000.18
1920.....	17,837,696.00	240,404.96	89,325.22
1921.....	21,850,725.00	265,581.51	90,431.24

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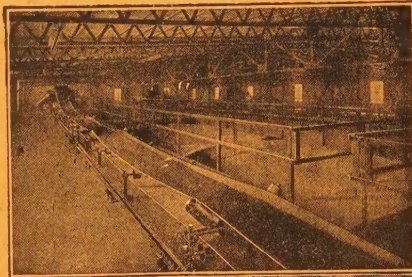
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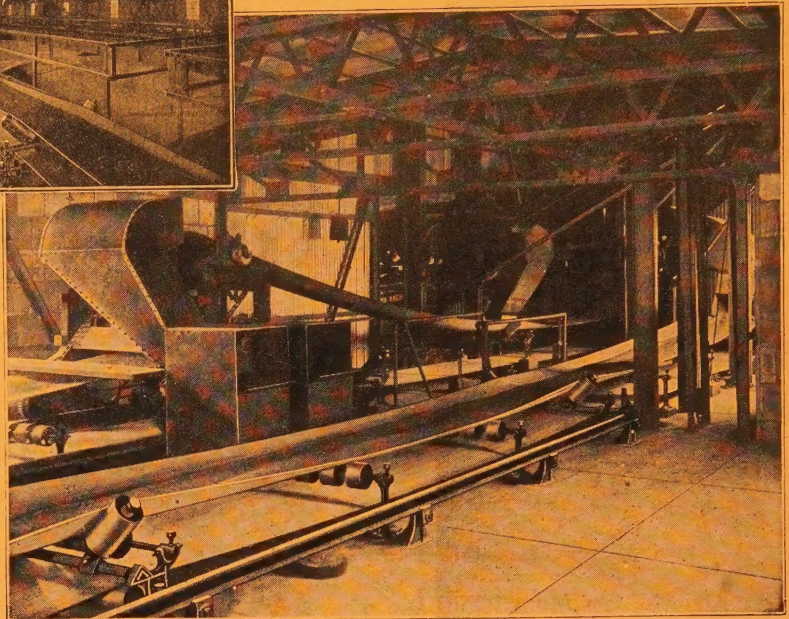
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